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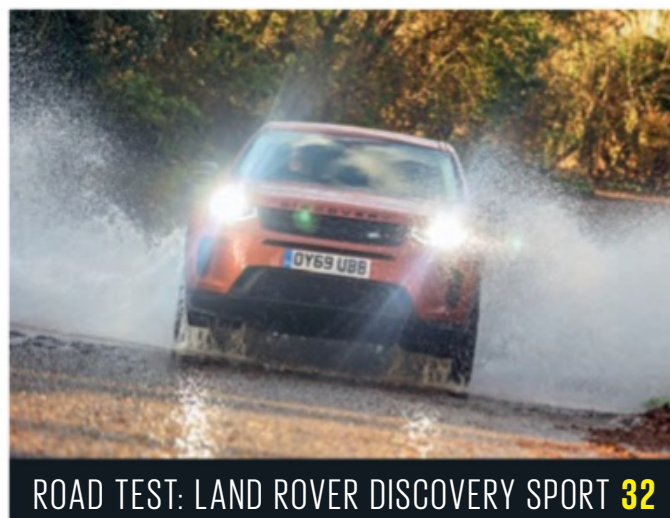
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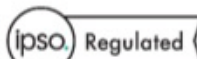
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# COMMENT



## HOW VAUXHALL SAW OPPORTUNITY IN THE CHANGING FACE OF BRITAIN



WHAT DO YOU think of Vauxhall as a brand? Solid, dependable – but ultimately forgettable. This week Vauxhall boss Stephen Norman, as energising a car company boss as any, reveals a multimillion-pound plan to help transform the image of Vauxhall off the back of a next-generation range of cars that starts with the new Corsa (p18).

Norman sees Brexit and the general election result as an opportunity to capitalise on a changing social landscape with a range of 'Made for Britain' models, transforming the brand into one you'd actively switch to from another car maker, rather than look to trade up and out of.

Vauxhall is almost unique in the industry in existing to serve just one country. Why shouldn't it enjoy the success here that Seat has in Spain, Fiat has in Italy and the likes of Renault, Peugeot and Citroën have in France? That forgettable brand image gets in the way.

Norman's plan is ambitious – adding at least a third to its market share in just two years across its cars and vans while leaving behind much of its less profitable presence in the rental sector – yet in that ambition lies the plan's strength. At last, Vauxhall is being given a proper chance to succeed.

**Mark Tisshaw** Editor

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## EDITOR'S PICKS



### NOW £4K: WOULD YOU?

Used Nissan Leafs are now a bargain, but there are risks, p72



### 2020 VISION

Looking ahead to the next 12 months. Fill your diary now, p46



### FOURTH IN CLASS

New Discovery Sport is good but falls short of the class best, p32



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# NEWS

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## JLR banks on make-or-break next-gen Range Rover Sport

Third-generation version of most profitable Range Rover model due on sale in 2022

**J**aguar Land Rover is bouncing back from a tumultuous 18 months with development under way on what could be the firm's most important model: the new Range Rover Sport.

Fresh from the successful launch of the Defender, the order bank for which is already well above projections (see graph, right), JLR also returned to profit last year under the firm's crucial 'Project Charge'

recovery plan. Engineers and designers have now shifted their focus to what should be an even bigger profit generator: the 2022 Range Rover Sport.

The third-generation Porsche Cayenne rival is

expected to stick closely to the formula of today's model. It will adopt more electrified powertrains and a range of enhanced technology and will aim to retain the balance of luxury and dynamic ability for

which both previous models were renowned.

Today's Range Rover Sport will be celebrating its seventh birthday in March, and this year it will receive a subtle makeover alongside the addition of

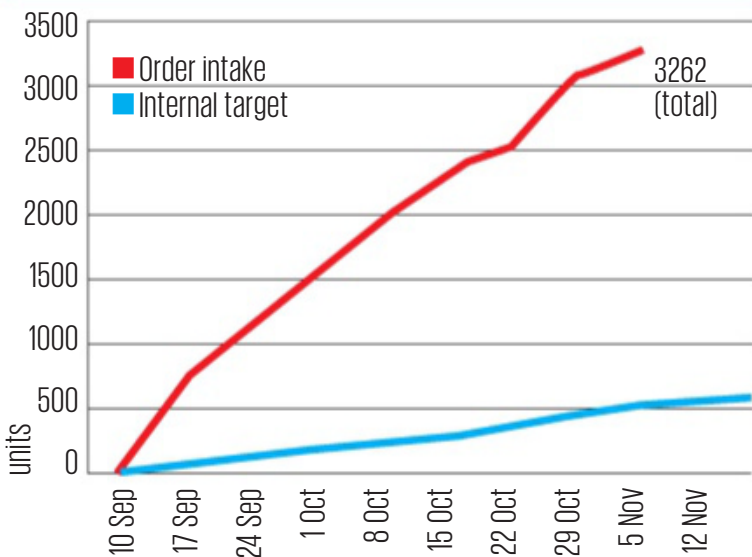




“  
A key ingredient for the Mk3  
Range Rover Sport is handling  
that belies its size and weight  
”

New Range Rover Sport  
will have focus on eco-  
friendly performance

NEW DEFENDER: CUSTOMER SOLD  
ORDERS VS TARGET



a mild-hybrid straight-six Ingenium engine. Under normal circumstances a seven-year-old vehicle would be close to the end of its life, but the massive engineering operation of introducing the new ‘three-in-one’ MLA hybrid platform has slowed the roll-out of the company’s new-generation premium models. While the launch priority will be the new Range Rover flagship model, which is due to be unveiled next year, it is the closely related Sport model that has been the serious cash generator since the original was launched in 2005. Before Ford sold Land Rover in 2008, it had been

strongly rumoured across the industry that the Mk1 Sport generated the highest profit margins of any Ford product globally. Even though annual sales were a modest 35,000 or so, customer enthusiasm for the car meant the showroom transaction prices were extremely healthy. It was the current Mk2 Sport, however, that really changed JLR’s fortunes, with the model outperforming the Range Rover and its sales peaking as high as 80,000 annually. Land Rover, like most car makers, declined to reveal the average transaction price of a Mk2 Sport, but even a relatively conservative £80,000 each

would represent £6.4 billion annual income at retail prices. To retain this success well into the future, a key fundamental ingredient for the new model is handling that belies its size and weight, as was achieved with the first and second-generation versions. Styling is also crucial. More than one senior designer from a rival car maker has said the current Sport is a favourite contemporary design, something that is clearly reflected in its performance in the showroom. It is expected that the Mk3 Range Rover Sport won’t repeat the huge design shift seen from the Mk1 to the →



The next-gen Range Rover should be revealed next year



'Road Rover' electric SUV will be Land Rover's most road-focused car



All-electric XJ will be first to use the new MLA architecture



← Mk2. As with the Discovery, changing the formula too radically would be considered too big a risk.

Building another Sport with class-leading handling should not be a huge challenge given the move to the new MLA hybrid platform. The first new car off this architecture will be the battery-powered XJ EV, which JLR says will be revealed after March.

Few concrete details have emerged about the MLA. It is substantially constructed of aluminium and will be notably lighter than the outgoing D-series of aluminium platforms, which resulted in cars that were often no lighter than steel-platformed rivals.

Like rival all-new architectures from BMW and

Mercedes, MLA will allow JLR to produce mild-hybrid, plug-in hybrid and pure-electric versions of the same model on the same production line.

For plug-in and hybrid models, power to the rear

wheels will be provided by an electric motor. On the road its torque-vectoring capabilities will greatly improve agility, while off road the ability to finely feed torque to the rear wheels also promises another

step-change in capability.

While the 2021 Range Rover is said to get a BMW-sourced V8 thanks to its status as an outright luxury model, the new Range Rover Sport is expected to have an emphasis on eco-friendly performance.

Like today's refreshed car, the flagship Sport model will again have a forced-induction straight six with mild-hybrid and full-hybrid assistance. A four-cylinder hybrid model is also likely for the Mk3 Sport, and there's a possibility that the new four-pot will be BMW-sourced as JLR moves towards a comprehensive powertrain alliance with the German maker.

The mix and choice of powertrains for the new-generation JLR cars is the

most important aspect of the new project as well as the most expensive aspect of the vehicle.

According to JLR's own research, by 2026 it expects battery-electric vehicles to account for 23% of the global market segments in which JLR competes. Hybrids and plug-in hybrids are pencilled in at 16% of the market, diesel 12% and petrol a surprising 49%.

These figures are for global markets and, as JLR admits, are difficult to estimate. However, JLR's biggest models are the least suitable for formatting as pure-electric models because of their weight and frontal area.

A pure-EV Range Rover 5 is likely, but it will be a shorter-range city vehicle aimed at Asian megacities. The Jaguar

Mk1 Range Rover Sport generated healthy profit margins





AUTOCAR  
IMAGE

Mk3 Range Rover Sport is likely to be a big earner for JLR



I-Pace has years of life ahead of it, and it's likely that the upcoming 'Road Rover' will represent the backbone of JLR's electric vehicle sales.

According to documents published by JLR last year, its MLA roll-out plan starts with a 'Large Sedan' (the Jaguar XJ) and a Large SUV (Range Rover 5), then a 'Medium SUV', thought to be the lower and sleeker Road Rover. But the new Sport should make the biggest returns on JLR's huge investments. The company expects its flattened profit margins to leap back to 7-9% beyond 2023, putting the British car maker back in premium territory and settling it into a new period of calm.

**HILTON HOLLOWAY**

## LAND ROVER: A SPOTLIGHT ON SALES



Like-for-like Discovery 5 sales failed to replicate those of its predecessor

To put the importance of the new Range Rover Sport into perspective, we need to look at Land Rover's sales figures over the past few years.

Between January and November 2016, Land Rover sold 78,600 Range Rover Sports, well ahead of the 49,900 Range Rovers and the 46,700 Discoverys also sold over that period.

Fast forward to last year and, over the like-for-like period, Land Rover sold 74,400 Sports and 47,400 Range Rovers. Considering that the new Velar also shifted 55,000 units between January and November last year, sales of the model's sister cars held up remarkably well.

While JLR bosses can be congratulated for establishing three of the company's four premium models (Range Rover, RRS, Velar) as strongly differentiated brands that seem to suffer little in the way of cross-shopping, it's worth noting that the Discovery 5 has failed to pull off the same trick.

Over the period of January-November 2016, the ageing Discovery 4 sold 46,800 units. Over the same period last year, sales of

the Discovery 5, which was launched in 2017, were just 32,232. And that number was also a 19% drop on the sales figures for the same period in 2018.

With the clearly defined Defender just weeks from the showroom, reinventing the Discovery to re-establish itself as distinct member of Land Rover's growing premium family is going to be a significant hurdle - albeit one for the future.

### How did Jaguar Land Rover perform in 2019?

In a financial presentation last November, JLR revealed that its profit margin between April and September recovered from the previous year's -2.2% to -0.2%. Furthermore, that improvement accelerated to 4.8% in the July to September period.

This was partly because of much-improved sales in China (up 24% between April and June) as well as selling higher-

specification cars and saving money on its manufacturing operations.

In the same summer period, JLR also came close to paying for its huge investments in the new-generation MLA vehicles - a massive £841 million over three months - from the cash it generated from sales.

This is a crucial achievement that means JLR is able to invest in the future without leaving itself hugely indebted.

## POWERTRAIN CO-OPERATION IS KEY TO SURVIVAL

Some analysts believe JLR's massive £3 billion write-down in 'property plant and equipment' at the beginning of last year was related to phasing out some of its own engine development and instead turning attention to working with BMW on future electrified drivetrains.

JLR already has plans to make electric drive units at its Wolverhampton engine plant, and a battery factory at Hams Hall, coincidentally next to BMW's UK engine factory, is on the cards, too.

JLR has also told investors it will greatly reduce its workforce in

mechanical engineering, again pointing towards plans for significant co-operation with other car makers on powertrains and platforms as the huge costs of moving to electrification crush the

premium brands.

According to JLR's financial documents, the firm will spend up to £4bn a year for the next three years on new investments and research and development.



JLR is focusing on its electric drivetrain tie-up with BMW



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# Le Mans inspires Aston Speedster

Hand-built V12 Speedster revealed as 690bhp limited-run special; on sale next year

**A**ston Martin will build a new, ultra-limited-run V12 Speedster model inspired by the brand's 1959 Le Mans-winning racer.

The Speedster is set to make its debut later this year before first customer deliveries at the start of 2021 and has only been previewed in a design sketch so far (right).

The image shows the brand's traditional race-inspired design cues, including the absence of a roof and windscreen, plus bespoke

bodywork all-round, and displays clear links to Aston's 2013 CC100 speedster concept, which was created to celebrate the maker's centenary year.

The V12 Speedster has been created by Aston's in-house bespoke 'Q by Aston Martin' division and is said to "elegantly combine an authentic, driver-orientated sports car with the use of cutting-edge motorsport and aviation technology to deliver a stunning, two-seat enthusiast driving machine".

Only 88 will be hand-built to order, and while no price has been released, it is understood that each car will cost from at least £750,000.

Technical details remain minimal, but the V12 Speedster will be powered by Aston's 5.2-litre twin-turbo V12 with around 690bhp and 515lb ft. It will be mated to a ZF-sourced eight-speed automatic gearbox. It's the same powertrain as that used by the DBS Superleggera supercar, albeit slightly detuned, so expect the



CC100 marked Aston's centenary

Speedster's underpinnings to also be shared with that car.

The V12 Speedster comes just a few months after Ferrari launched its similarly designed Monza SP1 and SP2. The roofless Italians - offering seating for one or two respectively - will be built in numbers up to 500, depending on demand, and have been offered to select collectors at a price in the region of £2.3 million. Those cars use an 809bhp 6.5-litre naturally aspirated V12.

**LAWRENCE ALLAN**

The roofless V12 Speedster will cost around £750,000



**AUTOCAR**  
IMAGE

## NIO'S NEW ELECTRIC COUPE-SUV GETS 370-MILE RANGE

Chinese electric vehicle start-up Nio has unveiled its third production car, the EC6 coupé-SUV.

The new model is based on the similarly sized ES6. A range-topping Performance version will use two electric motors for a promised 0-62mph time of 4.7sec and will feature a 110kWh battery offering a range of more than 370 miles. It will be launched in China in July.

Nio is listed on the New York Stock Exchange but currently only sells cars in its home market, despite having global aspirations. The firm has racked up substantial losses in its short history and recently revealed to Autocar that it is searching for new funding to achieve its ambitious growth plans (Autocar, 4 December 2019).



Performance version of new EC6 will hit 62mph in 4.7sec

## BMW DROPS 3 SERIES GRAN TURISMO

Production of the 3 Series Gran Turismo has ended. BMW confirmed the model's demise in May last year, but it was expected to stay in the range until the 4 Series' reveal. Company-wide cost-cutting is thought to be behind the decision.



## POTENT HYBRID POWER FOR GT 4-DOOR

Mercedes-AMG is expected to unveil an 800bhp-plus hybrid GT 4-Door Coupé at Geneva in March. The car will use a twin-turbo 4.0-litre V8 with an electric motor on the front axle for all-wheel drive. Expect an electric range of around 31 miles.





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ID Entry will draw on the ID 3's looks and be smaller than the Polo

AUTOCAR  
IMAGE



# VW plots new entry-level ID

Concept will preview a sub-£17k electric supermini with a range of 130-150 miles

**V**olkswagen will reveal a concept for its new entry-level ID electric model this year, with the car set to be built on a new variant of the MEB platform.

The VW Group has invested heavily in the electric MEB architecture, which will underpin the planned ID range as well as models from sibling brands Audi, Seat and Skoda. The Golf-sized ID 3 hatch will go on sale this summer, followed later in the year by the production version of the ID Crozz SUV, which is likely to carry the ID 4 badge.

While developing those models, the VW Group has also been working on a sub-€20,000 (£17,000) entry-level hatch, known internally as

the ID Entry. The firm is still developing the technology and build processes to achieve that target price but hinted at the car's design shortly before the end of last year with an image on a Christmas card that was sent to journalists.

It showed the silhouette of a one-box car with a full-width tail-light graphic and a design looking like a slimmed-down version of the ID 3.

The new Entry ID is understood to use a more cost-effective version of the MEB platform, which will also be used for a range of similarly positioned electric models from a number of VW Group brands, including Skoda, Seat and the new, China-only Jetta marque.

Details of the new platform remain scarce, although VW's chief operating officer, Ralf Brandstätter, said he expects the battery in the ID Entry to give the car a range of between 130 and 150 miles.

"It's a small car that people will use for shorter distances," he said. "The average commute is under 25km [15.5 miles] so you don't need a big range. We expect it will be bought as the second or third car."

It's understood that the ID Entry will fit between the recently facelifted e-Up and Polo in terms of size, at around 3800mm long. Despite this, the inherent packaging advantages of its platform are said to provide it with significantly more interior space than the Polo and approaching that of the new Mk8 Golf.

VW has said it will launch a total of 34 new models this year. They will include the ID 3 and ID 4, six other electrified machines and 12 SUVs. The line-up will include GTI, GTD, GTE and R variants of the new Golf.

**GREG KABLE**



Christmas card image hints at the ID Entry



## MAZDA CX-3 WITHDRAWN – FOR NOW AT LEAST

Mazda has removed the CX-3 from price lists in the UK, but a spokesperson for the firm claims it could return. The small SUV, based on an older platform, features engines that will have a negative impact on the brand's CO<sub>2</sub> fleet average and could be fitted with mild-hybrid units in the coming months.

VW's ID 4 is being readied for a launch later this year



## MINI CONVERTIBLE GETS £34K SPECIAL

A new Sidewalk Mini Convertible will be limited to 150 examples in the UK. It's available as a Cooper S only, with unique seat and roof designs, a new paint colour and a Harman Kardon sound system. The £34,215 model enters production in March.



## CHINA'S DFSK HITS UK WITH BUDGET SUV

Chinese brand DFSK will start selling a seven-seat budget SUV in the UK this year. The Glory 580 will be imported by Dorset-based firm Sokon Automotive. It will be priced from £23,369 and come with a turbocharged 1.5-litre petrol engine.





AUTOCAR  
IMAGE



# Bugatti eyes 'everyday' model

Boss makes the case for a more practical Bugatti and rules out hybrid but not EV

A future Bugatti EV would move away from the maker's core business of hypercars to become its most practical model ever, but it would still offer the performance and exclusivity for which the brand is famous.

Bugatti CEO Stephan Winkelmann told Autocar: "If we speak about a second model at Bugatti, I am convinced we don't have to do a car which is only for weekends. This is a car to be used on a daily basis. It has to have a different shape [from the Chiron] and have a different mission."

"If we do something outside of the hyper-sports car business, there will be a car that is not in the direction of the W16 [engine]. In my opinion, electrification would be the right approach."

A second Bugatti model has

long been in contention and is likely to be either an SUV or a four-door GT, but Winkelmann has repeatedly claimed that no decision has yet been made by the board of the Volkswagen Group, which owns the brand.

Winkelmann said: "For Bugatti, it is a good opportunity and could be a winner. But I also see that a big group like VW Group has a lot of priorities. It is in the midst of an electrification revolution and it must decide where to spend its money."

"A second model would mean doubling the size of our company or more. It's clear we need 100% commitment from everybody. It's not enough that I'm convinced!"

While group-wide sharing of platforms is commonplace - for example, Audi and Porsche use the same EV platforms - Bugatti would again create its

own. Winkelmann commented on the possibility of platform sharing: "This is not the case for a car with the performance of a Bugatti."

He added that repeatable acceleration and top speed would be far more important

than range for a Bugatti EV. "I'd rather have some reserve performance than keep range on a high level," he said.

Charging is another major barrier, Winkelmann said, adding that EV charging times would need to be almost

equivalent to filling up a combustion car. He said: "We would sell [electric] cars where the infrastructure is best - the east and west coast of the US, the UK, Asia and so on."

"On top of that, our customers have more than one car - to say the least - so they are not depending on one particular car."

Adding a model made in higher volumes than the Chiron would not affect Bugatti's exclusivity and, crucially, resale values, Winkelmann believes.

"If we're talking about a car that would be in the low thousands, we're talking 300 cars in America, 300 cars in Europe, 300 cars in Asia and so on," he said. "At the end of the day, there would be close to zero visibility [of these cars] so there would be no impact. It's not going to be a car that



Derivatives like the Super Sport help make the Chiron viable



Second Bugatti model must have a “different shape” from a Chiron



## W16 LIVES ON FOR ‘THE NEXT DECADE’

Bugatti’s quad-turbo W16 powertrain has life in it yet despite the broader trend for downsizing, according to the firm’s boss, Stephan Winkelmann.

He acknowledged that Bugatti had a pool of other engines to choose from within the Volkswagen Group if it wanted but said the “mission for a Bugatti is a different one” from that of the group’s other brands.

“The W16 has, in my opinion, an opportunity for the future,” Winkelmann said. “It’s a USP which is not diminishing in value.” He also said Volkswagen Group boss Herbert Diess “knows the value of a W16 engine”.

Talking more broadly about internal combustion engines (ICEs), he said: “If

it lasts another decade, ICE will be the last of a kind and the last of its kind means it is collectible.

“If there is hybridisation, the battery will be replaced but it won’t be original. The internal combustion engine is something that will grow in value. People are buying Bugattis because they want to enjoy the ultimate performance but also because it’s an investment.

“The EB100 and EB110 are skyrocketing. And Veyrons are going up. I don’t have to be a wizard to forecast that this will happen to the Chiron and, therefore, I’m committing to the fact that this is the way to go for the hyper-sports car in the next decade.”

W16 motor is a unique Bugatti feature that its customers like



is perceived as a commodity or something that is not exclusive enough.”

Winkelmann doesn’t see a place for hybrid technology in Bugatti models, preferring instead the use of either internal combustion engines or fully electric powertrains.

“It is my belief you will never have cutting-edge technology [with hybrid],” he said. “Today, with the mindset, it’s clear that infrastructure, range and trust in electrification is not where it could or should be, but in five years, when an EV could hypothetically come out...”

He also said a new generation of customers is coming into the business and they’re “expecting things that, today, we are not even talking about as a given”.

Winkelmann referenced the work of founder Ettore Bugatti, too. “When Ettore Bugatti did the car, he did every possible bodystyle, engine, price segment,” Winkelmann said. “He did a lot more than what you see today and I think roots are important.”

**RACHEL BURGESS**

## Q&A STEPHAN WINKELMANN, CEO, BUGATTI

**You recently broke the 300mph barrier with a Chiron. What’s next?**

“If you want to create the best-performing car yet, you have to decide whether to go for longitudinal acceleration and top speed – this is what we’ve done with the 300-plus – or you focus on downforce, handling and weight reduction and that’s lateral acceleration. But the two of them put together at this level of performance is impossible. So we did one and now we are working on something different: you guess what!”

**Should we expect more variants or special editions of the Chiron?**

“Derivatives are a must. The car gives us the opportunity to do so, and if we didn’t, customers would not appreciate what you can get out of this car. Special editions? No, we did them

at the beginning and now I think the team have enough to do to achieve what we promised. Divo deliveries will start next year.”

**How do you make more money at a firm like Bugatti?**

“We are constantly in dialogue with our suppliers, cutting costs, processes. Plus, we have to do things which get more out of a single car. We’re doing the [Chiron] Sport, the Super Sport, the Divo, the Centodieci, La Voiture Noire. This is helping. It is not an easy task because investment is really high for low volumes so you’re always at a high risk with everything you do.”

**The industry is incredibly fast-paced right now, but does Bugatti operate in a separate bubble?**

“Our day-to-day struggles are completely different to a premium car brand.



But the challenges of the future are touching us, such as digitalisation or electrification, if we look into a wider model range. It would be a given for a hypothetical second model.”

**What are your thoughts on self-driving cars?**

“I don’t see it as touching Bugatti for now. I always try to be honest and say we don’t have to be the first, but when we do something, we have to be the best. I’m for assisted driving because it makes life easier and less boring. No one is buying a Bugatti because it’s an autonomous car.”

## CONFIDENTIAL

VOLKSWAGEN’S ambitious plan is to sell 100,000 EVs worldwide this year. “We want to leverage all facets of EV – e-Up, e-Golf and ID 3,” said sales boss Jürgen Stackmann. As a result, he said, VW will avoid the industry fines for failing to meet the stricter emissions regulations due later this year. He said: “We will be compliant. The mission is to go beyond compliancy. We will not pay any fines.”

THE NEXT GENERATION of Volvos will take on a more distinctive design than the new XC40 Recharge as the company moves to a fully electrified line-up, according to the firm’s design chief, Robin Page. “At the moment, the XC40 has to be combustion engined and electric so, like most brands, we’re in a transitional phase,” he said.



AUDI SPORT WON’T make an RS1 version of the A1 supermini. Joint managing director Julius Seebach said the five-cylinder engine used in the current entry-level Audi Sport model, the RS3, is “our heritage” and will remain the entry point into the brand, so it won’t develop four-cylinder-powered cars, as would be needed to make an RS1.

MERCEDES MUST demonstrate to customers that it is a sustainable modern luxury brand if it is to thrive, according to CEO Ola Källenius. “The concept of building beautiful machines is no longer enough,” he said. “They must be sustainable, not just in terms of emissions on the road but also in terms of their manufacturing.”



All-new Mokka is due this year and will have an e-VXR model



# Vauxhall targets serious growth

New ad campaign, fresh models and different sales strategy are part of ambitious plan

**V**auxhall is using Britain's imminent exit from the EU as the backdrop for its boldest marketing campaign in years. The move is part of a bid to boost its UK market share for cars and vans by a third – from 7.5% to double figures – by 2022.

Managing director Stephen Norman believes Vauxhall has a unique opportunity to benefit from a possible post-election change in the UK's social landscape. It has already begun using a challenging new strapline – 'New Rules, Britannia' – for a radical, all-media advertising campaign that started last month with the launch of the all-new Corsa.

Building on the successful 'British brand since 1903' campaign that he launched soon after his appointment two years ago, Norman intends to position Vauxhall more directly as a maker of cars and vans 'Built in Britain' or 'Made

exclusively for Britain'. The move will make Vauxhall one of the country's biggest spenders on automotive advertising.

To achieve his double-digit goal, Norman admits he needs to more than double Vauxhall's conquest sales, potentially gaining many new customers – mainly from Ford. The plan depends on four main themes: boosting retail car sales from its current 6.6% market share to double digits; doubling

light commercial vehicle sales from its current 10%; making the Corsa-e the top-selling electric car in the UK; and more than halving Vauxhall's sales to the less profitable daily rental market, which currently accounts for a fifth of volume.

Vauxhall wants to achieve its aims with a vehicle range that Norman describes as "six plus three": six passenger cars and three vans. Although the current range is smaller than in

recent years – the unprofitable Viva and Adam have been dropped – Norman believes the far greater market appeal of the forthcoming models will more than make the difference.

"The new Corsa is a terrific car," he said, "and when the new Mokka arrives, it will double our small-car appeal. The new Astra, which we'll start selling in 2021, offers improvements that are almost exponential compared with its predecessor.

Our other models will provide important support but these three will be the brand drivers we'll need to more than double our conquest sales.

"Then, if our existing brand loyalty holds up, which it should, we'll get to double figures. Of course, then the big job will be to keep it."

By 2022, Vauxhall will be selling electric versions of the Corsa and new Mokka (due at the end of 2020) and



Vauxhall's MD wants the Corsa-e to be the UK's best-selling EV



Insignia's future as Vauxhall's flagship model is safe under PSA





it will have launched a plug-in hybrid version of the new Astra (mid-2021) to sell alongside the existing Grandland X PHEV.

Vauxhall's sporting VXR brand will return as e-VXR and be applied to the Corsa, Vivaro and Mokka, giving a clue to these models' driving characteristics. Although Norman believes the Corsa-e will become Britain's best-selling electric car, he says Tesla will probably be Britain's best-selling electric marque.

The 'New Rules' marketing campaign dates from last September and a fateful conversation about business growth between Norman and PSA Group CEO Carlos

Tavares. "He asked me when we expected to achieve a double-digit market share," Norman said, "and I had to say we hadn't exactly planned for that. We were looking at less than that. Give me a few weeks, I said, and we'll have a plan..."

Norman confirmed the Insignia flagship will be replaced, adding that cars of its size still play an important flagship role. Vauxhall-Opel's new role as part of the big PSA Group - soon to be further enlarged by a merger with Fiat Chrysler Automobiles - may well improve the business case for a model that is its class's top seller by a significant margin.

**STEVE CROPLEY**

### WILL NEXT-GEN ASTRA BE BUILT IN UK?

Vauxhall MD Stephen Norman has said a decision whether to build the next-generation Astra at Ellesmere Port has

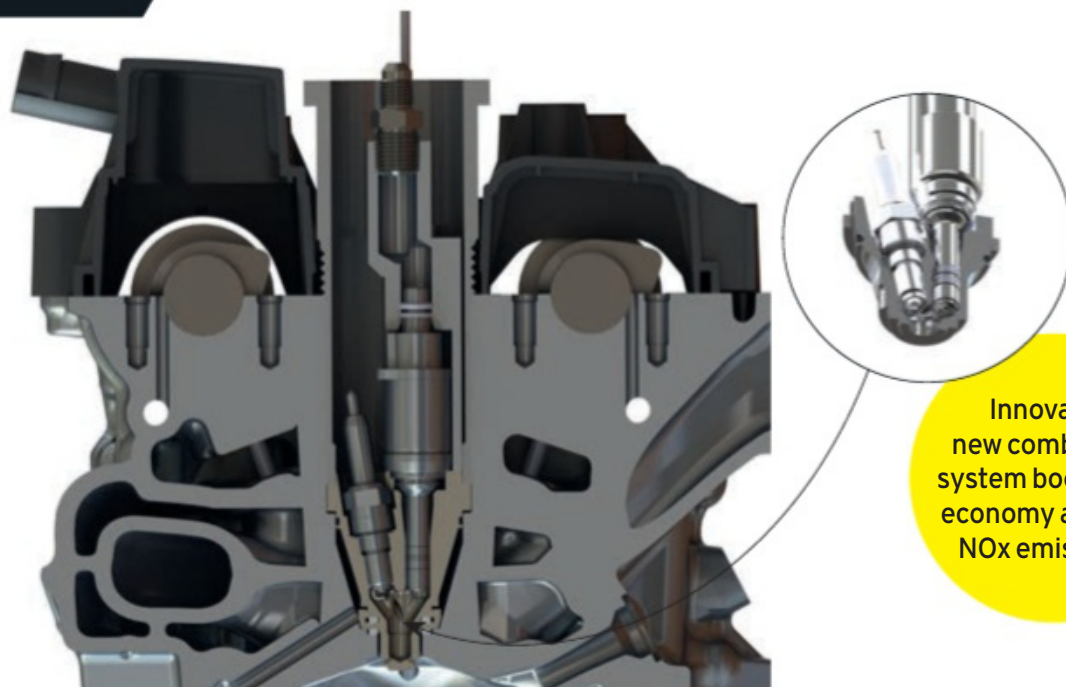


not yet been reached, but he agreed it must be close and the Ellesmere workforce has made "enormous" efforts to promote a continuation of production. "I can't say for certain that the Astra will stay in the UK," he said, "but there are absolutely no signs that it won't."

## UNDER THE SKIN

JESSE CROSSE

# LEAN-BURN ENGINE TECH USED IN F1 COULD BE ON YOUR NEXT CAR



MAHLE, THE GERMAN company behind many combustion-engine design innovations over the past 100 years, has developed a combustion system called Mahle Jet Ignition (MJI). It's already in use in the engines of a major Formula 1 team and will also form part of a new modular hybrid powertrain that should make the production of petrol-electric hybrids much easier.

MJI works like this. In a traditional petrol engine, fuel is injected into the inlet ports along with the incoming air (port injection) or directly into the combustion chamber (direct injection). MJI comes in two types: active and passive. The first incorporates both types of injection. The port injector works in the normal way, but tips of both the direct injector and the spark plug are positioned in a tiny pre-chamber immediately above the main combustion chamber.

When the induction cycle happens, the port injector sends 95% of the fuel into the inlet port, which rushes into the main combustion chamber and is then compressed by the piston as normal. As that happens, the remaining 5% is injected into the pre-chamber and ignited by the spark. As it ignites, jets of hot partially combusted fuel and air are forced through tiny holes in the bottom of the pre-chamber, igniting the main charge as a whole rather than at one point near the spark plug. The burn is faster and more even, with quicker pressure build-up to generate power more quickly. The whole process is homogeneous (evenly mixed fuel and air) and can run ultra lean (much higher quantity of air compared with fuel) when less power is needed.

The latest, 'passive' version (used in F1) does away with the direct injector, with only a spark plug in the pre-chamber. It's not a new idea - Honda developed the Compound Vortex Controlled Combustion pre-chamber for its first-generation Civic in the early 1970s, but the execution of it was more complicated than that of Mahle's passive MJI. As the fuel and air mixture is ingested through the inlet ports into the combustion chamber and compressed, a small quantity of the main charge is pushed through the

pre-chamber nozzles into the pre-chamber. There, it's ignited by the spark plug and high-pressure jets of burning fuel and air are forced back through the nozzles into the main charge, igniting it as before.

Higher compression ratios than normal can be used before detonation (pinking) becomes a threat and that further improves fuel efficiency. Exhaust gas recirculation and cool air during lean burn lower combustion temperatures and, significantly, NOx by 99% in the ultra-lean area of the engine's range. Levels of hydrocarbon emissions are equivalent to those produced by a normal port-injection petrol engine and particulate levels are somewhere in between that of port and direct injection.

Both versions of MJI can be applied to virtually any petrol engine and can work across the full operating range of the engine. With that in mind, Mahle is in advanced talks with a number of car manufacturers, so watch this space.

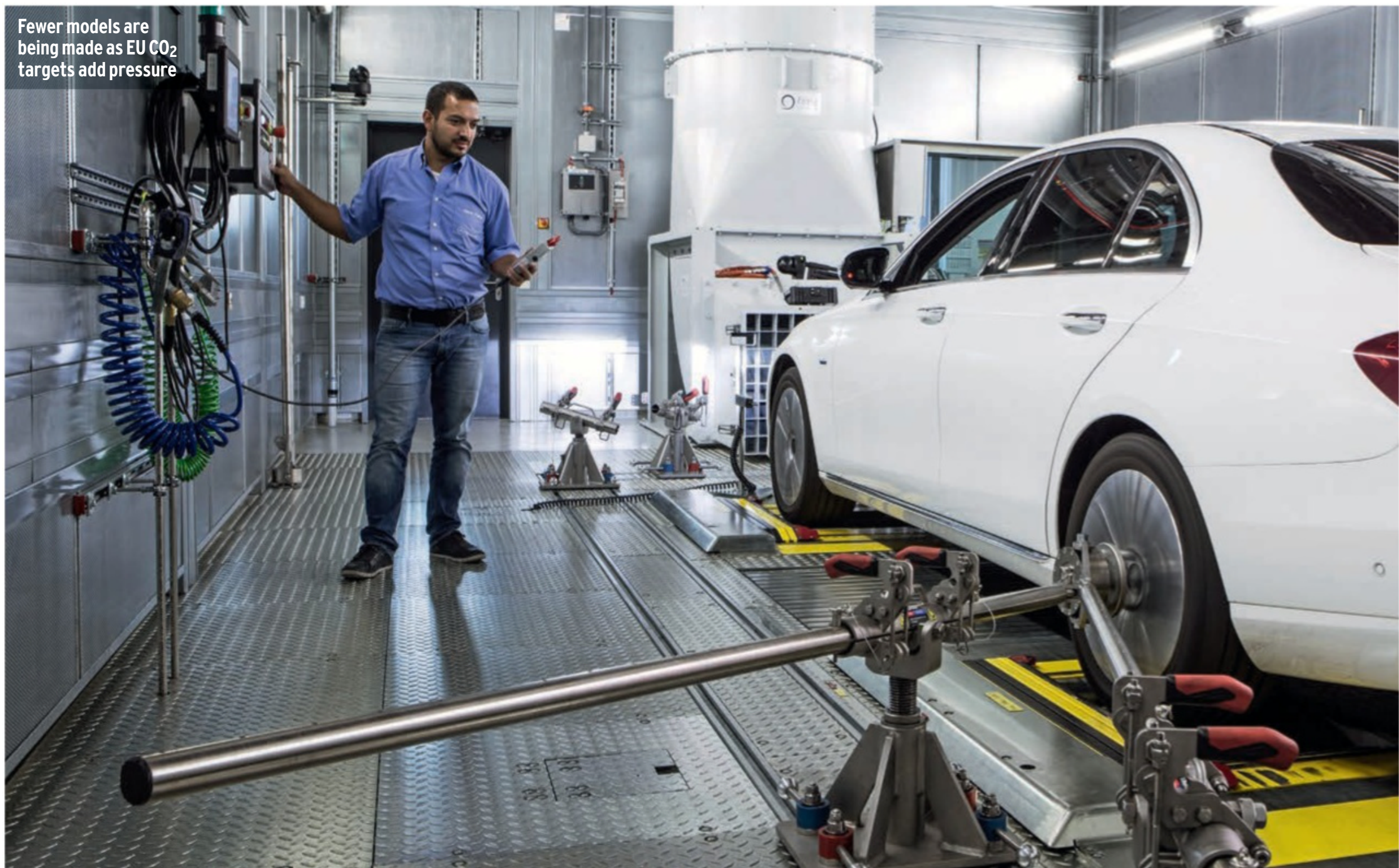
### ALSO SUITABLE FOR HYBRIDS

Mahle has also announced a modular hybrid powertrain (MHP) that uses 'passive' Mahle Jet Ignition in its petrol engine and should provide a virtually turn-key powertrain solution for vehicle manufacturers. It can be configured with a two- or three-cylinder turbocharged engine and one-, two- or four-speed transmission. Because of that, the MHP can be scaled to suit anything from a B-segment car to a larger J-segment SUV.





Fewer models are being made as EU CO<sub>2</sub> targets add pressure



# Time to take targets seriously

Emissions figures are now the priority for car makers, if they are to avoid heavy fines

**T**his year will mark a revolution in new-car selling: for the first time, car makers will place the CO<sub>2</sub> output of every model in their ranges at the top of their priority list, outweighing design, performance and other traditional sales points.

The EU's 95g/km fleet average CO<sub>2</sub> regulation – under discussion in Brussels for a decade – means from 2020 every car maker faces significant fines if they miss their target.

With such a long preparation time, car makers have at least had a chance to develop low-CO<sub>2</sub> technologies, but most have only fed the improvements through in the past couple of years – and fresh into 2020 we have already seen car makers reshuffling the mix of engines in their model ranges and rushing to introduce low-CO<sub>2</sub> models.

Ford, for example, has pruned 2.0 and 1.5-litre petrol engines from the S-Max and Mondeo and will be dropping

the thirsty Edge SUV from its range. Meanwhile, Volkswagen and Skoda have canned the most polluting 2.0 TSI petrol motor from its large SUVs.

In fact, data supplied to Autocar by Jato Dynamics indicates that around 184 models have been trimmed from the 7345 variants listed on UK price lists in November 2018 – a small percentage, but an unusual reverse in an industry more used to expanding model ranges.

Anecdotally, there is also

evidence that waiting lists on some models are unusually long as car makers throttle off supply, especially of lightweight cars like hot hatchbacks with high-emitting powerful engines, because they score very badly under the regulations.

Last month, the Financial Times reported that Mercedes dealers are expecting to have supply of the most polluting AMG models restricted by up to 7.5% in 2020.

There are also suggestions that car makers have been

filling their distribution centres with low-CO<sub>2</sub> and zero-emission models ready for this month, but did not make them available to customers in 2019.

"We have our suspicions that some battery-electric cars were being built in 2019 and stockpiled ready for sale this year," analyst Colin Couchman of IHS Markit told Autocar. "There's a discrepancy between build rates and shipping numbers."

Why would car makers do this? For 2020, to speed up the introduction of battery-electric models, they qualify for 'super-credits' under the EU regulation (effectively they count twice towards a car maker's average), which makes it easier to achieve their target.

There are also UK-specific incentives. For example, battery-electric cars will be zero-rated for BIK (Benefit in Kind) tax for two years from April 2020. So a company car driver – for example, in a Merc C220d AMG Line saloon who switches to a BEV in April – will



Mild-hybrid engine will help Fiesta cut emissions to hit targets



The Edge SUV is a casualty of the need to make swingeing cuts





Damien Smith

## RACING LINES



Alice Powell took a great W Series win at Brands Hatch

MANUAL LABOUR IS all very well, but it won't earn you \$125,000 (£95,000). Alice Powell managed both last year, working for her dad's building business and then returning to racing after the best part of five years out to finish third in the inaugural W Series for female racers. That earned her a hefty cheque. But now she returns for season two and wants what champion Jamie Chadwick just got: \$500,000 (£380,000).

Powell's single-seater career petered out in 2014 despite her showing promise in GP3 (now FIA F3). Why? Money, of course. Why else?

Since then she's mostly coached young racers as well as putting in shifts for Dad. "I just do the rubbish jobs, fetching and carrying," she says. "It's quite good for fitness actually."

At 26, the old Formula 1 dream will be a stretch, but Powell has a vast amount of experience to draw on that dates back to junior karting. A professional career in GTs or touring cars should now be within her reach – thanks to the W Series lifeline.

"I totally see the different sides of the argument, that people say it's segregation," she says of the series, which received a hail of criticism when it was first launched. "But I saw it mainly as an opportunity to get back out

and race again."

Before W Series, had she given up? "I wouldn't say that, but year on year the hope gets less," she says. "If you look at FIA F3 budgets, it's a lot more expensive than when I was racing five years ago. It's hard for anyone. For W Series, you don't have to bring any sponsorship. It's fantastic."

She was "rusty" in the early races of the six-round series in 2019. But by the Brands Hatch finale in August, she'd "blown away the cobwebs" and scored an emphatic first victory in front of her home crowd. The atmosphere that day was terrific, with a big crowd turning out – and not necessarily for the headline DTM: "The queues when we did the autograph signing were ridiculous, and there were quite a few young girls, which was great to see."

Gender in sport is in the spotlight right now, so has motorsport got a problem? "Not as such," she says. "I started racing karts in 2001 and you would never see a female at a track. Now there's at least one female in every class. It's getting a lot better. Younger girls just need a role model."

Given how she's grafted, Powell more than fits that bill. The old man's fetching and carrying might soon have to wait.

“It's getting a lot better. Younger girls just need a role model”

GET IN TOUCH

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## HOW THE EU REGULATION WORKS

The headline figure is 95g/km. But during the political horse-trading in Brussels as the figures were agreed, the German and UK industry succeeded in tweaking the regulation so that weight was taken into account – ensuring it could work for heavier luxury cars as well as lighter ones.

As a result, Fiat Chrysler Automobiles, with a range dominated by small cars, has a target of 92g/km in 2020, while BMW has 102g/km.

But Autocar understands the figure will change for 2021. That's also when an exemption for the top five percent highest emitters will expire.

Each company average

is built up from CO<sub>2</sub> target figures calculated for individual models and based on a reference mass of 1379.88kg (about the weight of a BMW 1 Series).

The formula is:  
 $CO_2 \text{ Target} = 95 + [0.033 \times (Model \text{ Mass} - 1379.88kg)]$

Taking a model such as the BMW 116d SE, which weighs 1440kg, its CO<sub>2</sub> target is:  
 $95 + [0.033 (1440 - 1379.88)] = 95 + [1.98] = 97.0g/km$ . The 116d is rated at 111g/km, so is subject to a fine of €95 (£81) per g/km over the target, per car sold.

The lightweight 1100kg but 110g/km VW Up GTi is a particular loser, facing a possible fine of around €2200 (£1877) per car.

VW could cop big fines for its Up GTi



save £2381 per year in tax alone. "These changes to UK company car taxation are going to give BEV and plug-in sales a significant lift in the UK," says Matthias Schmidt, a Berlin-based consultant who specialises in low-carbon technologies.

In the spring Ford, for example, will launch 1.0-litre 48V mild-hybrid Fiesta and Focus models in time for the new company car tax rules, cutting CO<sub>2</sub> to 106g/km in the Focus. Expect plenty of similar announcements from other car makers throughout 2020.

There has been a significant switch in the determination of manufacturers to hit their

EU target – the prospect of heavy fines has clearly focused minds. And this is despite three trends that have forced up fleet averages in the run-in to January: increasing sales of SUVs, reduced diesel demand and the shift to tougher WLTP regulation.

BMW and Ford, which along with JLR and VW were in the bottom five of a PA Consulting CO<sub>2</sub> study last year, are now explicitly saying they will hit their target. Mercedes, also in the bottom five, says it is its "goal" to do so. "It will require a high level of electrification and while the 2020 target might be achievable, in 2021 there is a risk of three car makers

incurring penalties," read the report.

T&E published a report in September that outlined four strategies car makers could take and, depending on how they are introduced on individual models, these will influence the chances of hitting the target.

Whatever happens, the job of car company bosses to get the right mix of low-CO<sub>2</sub> models is their new challenge. This year, car buyers can expect model ranges to evolve with the emphasis on hybrids, plug-ins and electrification and not on lightweight cars with powerful engines.

**JULIAN RENDELL**

## LATE LEON SET FOR REVEAL THIS MONTH

Seat will unveil its new Leon at a dedicated event on 28 January – several months after it was initially expected to be unveiled. The Ford Focus rival, previewed in a recent short video, will feature evolved looks with a full-width rear light bar (right), an overhauled cabin with new infotainment and a plug-in hybrid option for the first time.





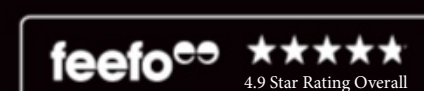
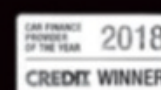
BUGATTI THE UK'S CHIRON, FERRARI PISTA, FERRARI 812, FERRARI 488, FERRARI TESTAROSSA, PORSCHE MACAN, PORSCHE CAYENNE, PORSCHE 911, PORSCHE GT3, PORSCHE PANAMERA, RANGE ROVER VELAR, LAND ROVER DISCOVERY, LAND ROVER NO. 1 DEFENDER, RANGE ROVER, RANGE ROVER SPORT, RANGE ROVER EVOQUE, MASERATI GRANTURISMO, LAMBORGHINI MIURA, LAMBORGHINI HURACAN, LAMBORGHINI AVENTADOR, FINDER FOR LAMBORGHINI COUNTACH, LAMBORGHINI URUS, LOTUS EVORA, LOTUS EXIGE, ASTON MARTIN VANTAGE, ASTON MARTIN DBS, ASTON MARTIN VANQUISH, ASTON MARTIN DB4, TESLA MODEL X, TESLA MODEL 3, PRESTIGE, SPORTS TESLA MODEL S, BENTLEY CONTINENTAL GT, BENTLEY BENTAYGA, ROLLS-ROYCE PHANTOM, ROLLS-ROYCE DAWN, ROLLS-ROYCE WRAITH, MCLAREN 720S, AND CLASSIC CARS MCLAREN 650S, MCLAREN 570S, MERCEDES-BENZ C-CLASS, MERCEDES-BENZ AMG GT, MERCEDES-BENZ GLS, MERCEDES-BENZ C63, MERCEDES-BENZ PAGODA, JAGUAR F-PACE, JAGUAR F-TYPE, JAGUAR E-TYPE, BMW M5, BMW M4, BMW M3, BMW X5, AUDI R8, AUDI Q7, AUDI S3, AUDI RS4, AUDI A5.

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# Steve Cropley

MY WEEK IN CARS



New year, new test route, courtesy of a LWB Bentley Mulsanne



Mark Tisshaw @mtisshaw · 2h  
New accomplice comes to light in Carlos Ghosn's escape plan @StvCr



## Ghosn was very small in the Nissan Leaf driver's seat

### WEDNESDAY AM

Happy new year – official! This is written on our first day back in the ‘slave ship’ (as a Christmas guest memorably described his place of work) and we’re all experiencing that familiar mixture of post-celebration lethargy and the pleasure you get when the team’s happily reunited.

The Steering Committee and I began 2020 with one of those car things you rarely do, but should. We took a drive purely for driving’s sake. It started in an exceptionally good place, the beautifully crafted interior of a £300,000 long-wheelbase Bentley Mulsanne. However, our three-hour sojourn was all about savouring superb dynamics – enjoying the passing of 140-odd, effortless, V8-propelled miles beneath our wheels – to the extent that when a few people did double-takes as our 5.83m-long limo whispered by, we wondered why they were looking. The simple joy of that morning took us both by surprise and we promised ourselves a repeat, even without the Bentley magic.

### WEDNESDAY PM

The newswires were still buzzing with the ‘Carlos Ghosn swerves Japanese justice’ story, so what did Mr Editor Tisshaw do? He found pictures from my 2010 interview with Ghosn – during which the then boss of Nissan and Renault drove me around London in a Nissan Leaf – and posted them on Twitter under a ‘New accomplice in Ghosn saga’ caption, to the amusement of several. My main

memories are that Ghosn drove a left-handed car very well in a right-handed country, and that he was very small in the driver’s seat, although I’d never have said he’d fit a double-bass case...

### THURSDAY

Struck me that yesterday’s Bentley junket has marked out a brand-new two-hour test route for me, close to home in the lower Cotswolds. To confirm the matter, I donned warm clothes and repeated the trip on my 10-year-old Harley Sportster, about as far as you can get from a Bentley Mulsanne Extended Wheelbase. But the exercise worked again. Here’s the route...

Head up the A419 to that funny bit of swervy around the Air Balloon pub outside Cheltenham, then west to the M5 and south down the motorway past ever-welcoming

Gloucester Services to Bristol (a perfect few miles to investigate fast cruising on noisy surfaces). Then you take the M4 east to the A350, south to join the eastbound A4 (one of the best bits of ‘rolling English road’ I know), then north and homeward from Hungerford on the lovely B4001, at times closely flanked by trees, otherwise open to stirring valley vistas as it rises to a summit outside Swindon. A brief dice with the Swindon traffic, then home on the A419.

### FRIDAY

Reports of relentlessly rising SUV demand have caused puzzlement in the wider press, but I reckon it’s dead obvious what’s happening. If you tell your customers – who you’re relying on to invest £20,000-plus – that we’re moving from an era of traditional free choice to one where industry and government will guide you to the car you should have, your instinct will be to grab the desirable car while the going’s good. Human nature, etc.

### SATURDAY

A few reassuring new-year Autocar stats for your perusal. Last year, we set another new audience record, our umpteenth in a row. Our mag-web-video audience now runs to many tens of millions, who view pages in hundreds of millions. We’re far bigger than at any time in our 125-year history. We’re also the best-read automotive title on Readly, the leading digital mag app, and the gap to our weekly opposition keeps growing in our favour. All of which will make a fantastic motivator for 2020. Thank you for your irreplaceable role in the old organ’s success.

## AND ANOTHER THING...

Kaoru Kojima, the long-suffering lady who translates this column in Japan, has joined the automotive best-seller lists herself, co-operating with respected author and archivist Gillian Bardsley to produce a Japanese-published Mini book for the icon’s 60th anniversary. Selling strongly, I hear.



### GET IN TOUCH

✉ steve.cropley@haymarket.com 🐦 @stvc



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# FIRST DRIVES

NEW CARS TESTED AND RATED



TESTED 12.12.19, WILTSHIRE ON SALE NOW

## PORSCHE 911 CARRERA

Entry-level 911 has most of the virtues of pricier ones – plus a few advantages of its own

**O**ne mistake car manufacturers make is assuming that customers always enjoy choosing options. It can be fun equipping a new Volkswagen Golf, but when you're talking about a Porsche 911, the whole thing gets nerve-racking. You're induced to add big money to an already-large price, under the lingering threat that if you don't fit the right wheels or seats, your car won't resell when the time comes.

Which is why we were fascinated to get our hands on a near-standard Carrera as opposed to a fully loaded Carrera S, the kind of demo that usually comes our way. Not that our test car was exactly stripped bare. Its options totalled £8100 by the time its owner had added £1844 for a sports exhaust, paid £1600 for 14-way electric sports seats and selected nine other pricey items.

A standard Carrera sets you back £82,793, saving you £10,317 over a Carrera S. You miss out on a 17% more powerful engine and bigger wheels (20in/21in versus 19in/20in)

but it's a moot point whether you truly miss either. Your entry Carrera still has 380bhp on tap from its twin-turbo flat six, plus 332lb ft of torque. And its 0-62mph acceleration is still healthy at 4.2sec – admittedly 0.5sec slower than the S – while its 182mph top speed gives away a similarly unimportant 9mph.

It would have been instructive to drive our test car on standard wheels, especially as the basic Carrera comes with active damping as all 911s do. But Porsche's people had chosen to fit S alloys at a cost of £1145, probably to make the car look better in photographs, although a peep on the configurator shows the standard hoops look fine. It's likely the standard car rides a shade better and generates less road noise because of its marginally taller and more flexible tyre sidewalls.

Like all 911s, wherever their price, build quality is right at the top of the class. While other sports car manufacturers like to make an issue of the improving quality of their

cars, Porsche sees leadership in this area as normal and makes it obvious. You can't miss it even as you prepare to drive one of the cheapest 911s money can buy...

There's a familiar remote hum as the engine starts and warms, and a precise, beautifully predictable engagement of drive when you decide

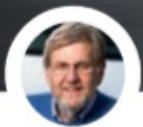
to move. Warm the car for a mile or two, then stretch its legs. You'll soon discover that the wide, linear torque spread of the sweet-sounding engine laughs at turbo lag. It seems ridiculous that we ever worried about ordinary 911s adopting this cleaner, more efficient induction.

Because of its sports exhaust, our



There's nothing entry level about its infotainment or perceived quality inside





#### TESTER'S NOTE

Latest 911 is the first in half a century to lose almost every outward sign of a rearward weight bias as you drive. Wide track, larger proportions – and electronics – make this 911 track like an arrow. **SC**



“

This no-frills 911 is a deeply satisfying car on all important fronts

”

It turns in sweetly, grips tenaciously and feels secure in corners, with just gentle understeer if you push hard



Ergonomics are spot on, as they are in any current 911, and only an extreme sybarite could fault the provision of kit

test car barks quite a bit as our engine use gets keener. My own instinct would be to specify a standard exhaust that only makes its presence felt when you're fairly hard on the gas somewhere around 5000rpm, heading for the 7500rpm redline.

Give this car its head and it's willing and very fast. Not explosively fast, mind, but we'd suggest there are few truth-speaking drivers



who'll notice – let alone miss – the difference between a 3.7sec and a 4.2sec 0-62mph time. Much easier to admire is the 911's superbly linear power delivery and the sophisticated cog swapping of the eight-speed paddle-shift gearbox, whether you simply let it do its own thing or use the paddles. So accurate and accessible is the kickdown that you can enjoy deciding whether to drop one cog or two, just by the subtle application of your right foot.

The 911's handling has the very same familiar feeling of having been endlessly honed that runs through every aspect of the car. Ignore where the noise comes from and you'd never know its engine was located outside the wheelbase at the rear, except that you'd wonder how the bonnet could be so low. The Carrera turns beautifully (the steering gearing, wheel size, rim effort and turning circle co-operate perfectly) and there are such high levels of stability and grip on offer that all you feel at pretty quick cornering speeds is mild and roll-free understeer. On a track, with your Porsche Stability

Mode correctly configured, the car will oversteer controllably if your power applications are nicely timed, but there's really no surviving relationship with 'tail-happy' 911s of yesteryear.

The ride is supple but satisfyingly flat, with firm and capable damping and very little of the nose bounce that used to be a curiosity of previous 911 generations. On lumpy roads, the car demonstrates fine control, taming undulations beautifully. In truth, the car's only real foible is a high level of road noise on coarse UK surfaces, a familiar 911 issue that goes back decades. Get used to it or don't buy.

To summarise, this no-frills 911 is a deeply satisfying car on all important fronts, but especially for its sophisticated handling and superb powertrain. When you're driving it, your fulfilment is such that you simply forget that more expensive and powerful iterations exist. And if you did remember, you wouldn't care a damn.

**STEVE CROPLEY**

[@stvc](#)



#### PORSCHE 911 CARRERA

Doesn't have quite as much power as the better-known S model but you'd be hard-pressed to tell the difference



<b>Price</b>	£82,793
<b>Engine</b>	6 cyls, 2981cc, twin-turbocharged, petrol
<b>Power</b>	380bhp at 6500rpm
<b>Torque</b>	332lb ft at 1950-5000rpm
<b>Gearbox</b>	8-spd dual-clutch automatic
<b>Kerb weight</b>	1595kg
<b>0-62mph</b>	4.2sec
<b>Top speed</b>	182mph
<b>Economy</b>	28.5mpg
<b>CO<sub>2</sub>, tax band</b>	206g/km, 37%
<b>RIVALS</b>	Jaguar F-Type, Mercedes-Benz SL



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## TESTER'S NOTE

If you fancy an even more subtle fast Superb and don't mind venturing above £40k, this engine can be had in fully loaded Laurin & Klement specification. **LA**



TESTED 18.12.19, BERKSHIRE ON SALE NOW

# SKODA SUPERB 2.0 TSI 272

Move over, vRS: this is the fastest and most powerful car that Skoda makes

**Q**-cars – models that expertly hide their performance and capability under a bushel – seem to be a dying breed. Traditionally, most of these were large, family-focused saloons or estates – the more mainstream the brand the better – with unusually powerful engines but barely any visual evidence of that fact.

With the mainstream large saloon car segment flatlining in the face of the Great SUV March, many Q-car models have bitten the dust. But Skoda (along with sibling brand Volkswagen – see overleaf) is still defiantly holding the Q-car torch with its flagship Superb, driven here in facelifted form.

We first drove the updated Superb in the UK with a 148bhp 1.5-litre petrol engine, but this car has 268bhp from a 2.0-litre unit. Yes, that's 8bhp less than the pre-facelifted car because of a new particulate filter, but it still makes this unassuming family saloon the fastest and most powerful car Skoda makes, vRS Octavia and Kodiaq included.

We'd prefer it to be even more unassuming for the full unmarked cop car effect, to be honest. The cheapest way to get this engine into your Superb is now via Sportline Plus spec, bringing 19in wheels and a tasteful bodykit. But if you were worried that those bigger wheels and the car's 15mm drop in ride height might ruin Superb's ride, don't.

The suspension tweaks and look-at-me rims don't result in a crashing, thudding mess about town or on the open road. Yes, a base-spec Superb with tyres that have more sidewall will iron out the nastiest intrusions, but with adaptive dampers fitted, this is still wholly smooth, relaxing and refined, feeling thoroughly at home traversing hundreds of miles of Britain's arterial routes in a day.

It's not completely disgraced when the urge to avoid the ever-changing gantry limits strikes and you fancy going off-piste. Expectations must be tempered, because this is a girthy, relatively heavy car with soft suspension and less dynamic intent than a vRS. But with all-wheel drive

and an electronic differential to meter power between the wheels, it'll cover ground quickly and effectively with little drama or vice. Planted, stable and grippy it is; adjustable, playful or interactive it isn't, but you never expected that, did you?

More evidence of this car's laid-back approach to performance is found in the powertrain tuning. The motor spins freely and, for a forced induction unit, keenly to its redline, delivering satisfying performance. But it's metered out by a DSG gearbox that's curiously lackadaisical in 'D', taking quite a while to select the appropriate cog on kickdown. Nudging it into Sport rectifies this, but then you're left with revs spinning uncomfortably high once you ease off. The trade-off is that this feels significantly smoother at low speed than the more snappily calibrated DSG 'box in vRS models.

All the traditional Superb traits remain intact, of course. To compare this with a similarly priced BMW 3 Series or Audi A4 isn't doing justice to the Skoda's palatial rear-seat space

and boot, which is more voluminous than some London studio flats. The interior is as ergonomically sound (bar a high driving position) and precisely finished as ever and the tech is improved with the facelift. But – and it is a noticeable but – many will baulk at how perilously close this car is to £40k. This Superb's performance, exterior style and practicality are comparable with the premium establishment, but its image and sense of occasion are not. If you can get a good finance deal (or a chunky discount), there's lots of left-field appeal for a car that, as emissions targets rear their head, probably won't be around for much longer.

**LAWRENCE ALLAN**

[@loballan](#)

## SKODA SUPERB 2.0 TSI 272 SPORTLINE PLUS DSG 4x4

Pinnacle of the Superb's 'all things to all people' appeal. Pricy, increasingly old-school but still enthralling



<b>Price</b>	£38,665
<b>Engine</b>	4 cyls, 1984cc, turbocharged, petrol
<b>Power</b>	268bhp at 5500rpm
<b>Torque</b>	258lb ft at 2000rpm
<b>Gearbox</b>	7-spd dual-clutch automatic
<b>0-62mph</b>	5.6sec
<b>Top speed</b>	155mph
<b>Economy</b>	39.8mpg
<b>CO<sub>2</sub>, tax band</b>	159g/km, 35%
<b>RIVALS</b>	BMW 530i, Mercedes-Benz E300, Volkswagen Passat 2.0 TSI 272



Go-faster credentials are signalled discreetly but visible if you look for them and the roomy cabin is well constructed



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TESTED 11.12.19, WARWICKSHIRE ON SALE NOW

# RANGE ROVER VELAR D180

Does the entry-level model's four-pot sit well in a luxury SUV?



The Velar was originally pitched as a luxury SUV, and Land Rover priced it as such, before steadily expanding the range towards the more attainable end of the price spectrum, with the engines losing a few cylinders in the process.

The D180 is hardly the only four-pot car in its class, although it does need to move a little over two tonnes of car and has just 177bhp with which to do it. That's only enough to barely squeeze under nine seconds for the 0-62mph dash, but a healthy 317lb ft of torque does much to make up for it.

It's a capable performer, but unsurprisingly not to the extent of Land Rover's more powerful engines. I'm not sure you'd want a Velar with anything less under the bonnet, but it would be wrong to label it underpowered. Motorway overtakes

are dispatched without too much drama and it feels responsive enough around town, although the automatic gearbox isn't particularly quick to drop down when you're attempting to fill a gap in traffic.

The somewhat gruff soundtrack betrays the cylinder count, but wind and road noise are well managed, so once up to speed, the cabin remains a pleasant place to be. Talking of which, even lower-grade models are well equipped, with twin touchscreens in the centre console giving precise control over climate, driving modes and other settings.

The combination of 19in wheels and passive suspension creates a ride that copes well enough with coarser road surfaces and, although it doesn't waft as a Velar on air suspension does (an option not available with this

engine), both driver and passengers will appreciate its relaxed nature on longer journeys.

There's little disguising the Velar's size and heft in the corners, where it lacks the sharpness and precision of the BMW X4, or indeed the Jaguar F-Pace with which it shares a platform, but experience suggests it would best them both on the rough stuff, despite being more road-focused than any other Land Rover.

If you're after a premium SUV solely for the level of comfort on offer, and not the promise of dynamism, this entry-grade Velar largely fits the bill. Although it lacks the refinement of the more expensive six-pot diesel, there are few other compromises to the Velar's luxury brief.

**TOM MORGAN**

@tommorgan3

## RANGE ROVER VELAR D180 R-DYNAMIC S

Not as effortless as the pricier six-pot but still perfectly capable and with Range Rover-grade opulence inside

★★★★★

Price	£53,020
Engine	4 cyls, 1999cc, turbocharged, diesel
Power	177bhp at 4000rpm
Torque	317lb ft at 1750-2500rpm
Gearbox	8-spd automatic
Kerb weight	2089kg
0-62mph	8.9sec
Top speed	120mph
Economy	37.8-42.0mpg
CO <sub>2</sub> , tax band	WLTP figures tbc
RIVALS	Audi Q5, Mercedes-Benz GLE, Volvo XC60



Twin touchscreens are standard even on lower-grade Velars



## HONDA CIVIC 1.0T EX SPORT LINE

Price £25,510 On sale Now

**What's new?** Type R-inspired styling cues give the room-temperature hatch a hotter look

THINK OF THIS new Civic EX Sport Line as a Type R lite. It doesn't have the balls-to-the-wall performance or incisiveness of the full-fat hot hatch, but more modest sporting touches lend it an appealingly aggressive look.

Performance from its 124bhp 1.0-litre turbo petrol engine is reasonable without being overtly quick and its six-speed manual gearbox is, quite simply, one of the best fitted to a regular family hatch.

Ride comfort is largely good and the car handles tenaciously. It might not match a Focus ST-Line X in this respect, but it trumps the Ford for passenger and boot space. In this class, that's certainly no bad thing. **SD**

★★★★★



## VOLKSWAGEN PASSAT 2.0 TSI R-LINE EDITION ESTATE

Price £43,740 On sale Now

**What's new?** Limited-run performance wagon with selected styling and kit tweaks

THE PASSAT R-LINE Edition is a landmark-inspired present of sorts from Volkswagen to Passat devotees the world over – although it certainly isn't being given away. VW built the 30-millionth Passat last year and, to celebrate it, launched the facelifted eighth-gen car with this extra sporty-looking, kit-laden Passat wagon, of which only 150 are coming to the UK.

It has four-wheel drive and adaptively damped suspension. You can get one with 268bhp 2.0-litre turbo power, which makes it a pacy but not dramatically fast car with a mature and very secure, although hardly exciting, blend of ride comfort, body control and handling agility.

It's a very pricey Passat, but also an understated, rare, usable and quietly collectable performance car, too. **MS**

★★★★★

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**ROAD TEST**  
**No 5455**



# Land Rover Discovery Sport

Can the overhauled Discovery Sport revitalise its maker's fortunes?

**MODEL TESTED** **D180 AWD SE**

Price £43,175 • Power 177bhp • Torque 317lb ft • 0-60mph 10.3sec • 30-70mph in fourth na • Fuel economy 31mpg • CO<sub>2</sub> emissions 155g/km • 70-0mph 62.2m





### We like

- Combines genuinely class-leading off-road capability and capable on-road manners
- Materially appealing and practical interior with plenty of flexibility

### We don't like

- Powertrains still lack the punch of some of the best in class
- Not the most fuel-efficient car in its class

**J**aguar Land Rover has been in the wars of late. Abroad, troubles in the Chinese market in 2018 catalysed a sales nose-dive, while back at home the simultaneous public flogging of diesel cars and the uncertainty surrounding Brexit did their best to add two black eyes to the firm's already bloodied nose. This axis of misfortune, along with a £3.1 billion write-down in the value of company's capitalised assets, saw this storied British manufacturer post a staggering £3.6bn loss at the end of the last financial year.

Encouragingly, things have started to look up in more recent months – if only slightly. With its £2.5bn 'Charge and Accelerate' turnaround plan now in place, and faint signs of a sales recovery beginning to shine through in China, JLR was able to post a pre-tax profit of £156 million in the second quarter of last year. But while this news is certainly positive, it seems unlikely that the concussive effects of that earlier beat-down have completely waned from Coventry's corridors of power.

It's into this somewhat tempestuous environment that the subject of this week's road test emerges. The importance of the Discovery Sport's role in the wider Land Rover picture should not be underestimated. Since its arrival as a replacement for the Freelander in late 2014, the seven-seat family SUV has been a shining beacon of success for the marque and quickly became its best-selling model.

In 2017 Land Rover sold 126,078 examples of the Discovery Sport – the highest single-year sales figure for any Land Rover model in the firm's 71-year history. And while that figure slumped by a considerable 26% in 2018, this dip was attributed to customers holding off for this highly anticipated new model.

It might only be a mid-life facelift, but it brings with it a new platform, new technology and a range of mild-hybrid petrol and diesel powertrains to help keep it competitive and give it a new lease of life. If it's to nurse those declining sales figures back to health and do its part to contribute to the rejuvenation of its marque as a whole, surely these are encouraging signs that JLR isn't resting on its laurels.

### DESIGN AND ENGINEERING



The Discovery Sport's platform shift has been spurred on by the need to ensure the model can accommodate the latest generation of electrified powertrains. Just like the new Evoque, then, this revitalised junior Discovery now sits on JLR's new Premium Transverse Architecture (PTA), with motive power coming from a range of 2.0-litre four-cylinder Ingenium petrol and diesel engines.

The vast majority of these power plants now feature 48V mild-hybrid architecture, while a 'driveline disconnect' feature helps to further improve efficiency. Outputs range

### Range at a glance

ENGINES	POWER	FROM:
D150	148bhp	£31,575
D150 AWD	148bhp	£36,425
D180 AWD	177bhp	£40,325
D240 AWD	237bhp	£42,475
P200 AWD	197bhp	£36,775
P250 AWD	246bhp	£41,375

### TRANSMISSIONS

6-spd manual

9-spd automatic ■

Engine choice for the Discovery Sport is based around Jaguar Land Rover's family of 2.0-litre Ingenium units. All have four-wheel-drive and a 48V mild-hybrid system, apart from the entry-level model, which also comes with a six-speed manual gearbox. Trim starts at standard Discovery Sport level, moving up through S, SE and then HSE. Discovery Sport R-Dynamic cars follow a similar path, starting at S then progressing through SE and range-topping HSE trims.

from 148bhp to 237bhp for the diesels, and from 197bhp to 246bhp for the petrols, but it's only the entry-level 148bhp diesel that is offered without the 48V system.

In this 148bhp guise, not only is it the only RDE2-certified Discovery Sport in the range, but it's the most efficient, too. This is largely down to the fact that it eschews four-wheel drive – and the nine-speed ZF automatic transmission with which those models come equipped – in favour of front-wheel drive and a manual gearbox. That it's the only Discovery Sport in the UK that doesn't feature a seven-seat layout surely helps, too. That said, it's likely that the variant's title as eco champion of the line-up will be usurped by the forthcoming three-cylinder plug-in hybrid, which is expected to arrive this spring.

Our SE-specification test car, meanwhile, makes use of the mid-range diesel engine, which develops 177bhp at 4000rpm and 317lb ft between 1500 and 3000rpm. It's rated to tow up to 2.2 tonnes.

In addition to its ability to house these new powertrain options, the PTA underpinning's renewed, lightened, mixed-metal construction contributes to an improvement in body rigidity. Land Rover claims that, along with rigidly mounted subframes, it allows for improvements in noise, vibration →



Disco Sport replaced Freelander in 2014



● SE-spec Discovery Sports come with 19in alloys as standard, although our test car swapped these out for gloss black 20in rims. They cost an additional £965 but complement the £550 Black Exterior Pack rather smartly.



● Black Exterior Pack unsurprisingly blacks out various trim elements around the car, including the grille, lettering, rear tailgate panelling and the door mirrors.



● Being a conservative facelift styling-wise, the new Discovery Sport maintains its distinctive C-pillar, the styling of which is inspired by that of its full-sized Discovery sibling.

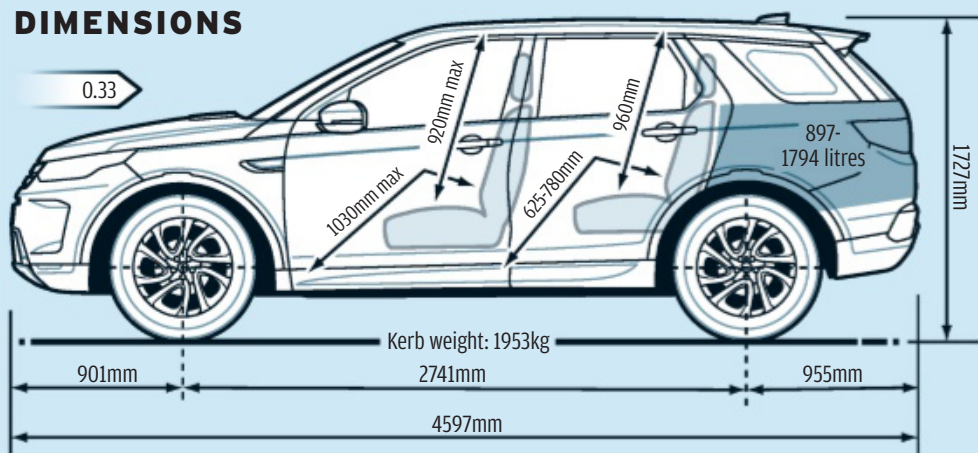


● New daytime running light motif replaces that of its predecessor, coolly mixing hints of Discovery and Range Rover Sport in its design. It looks the part on this new junior Land Rover.

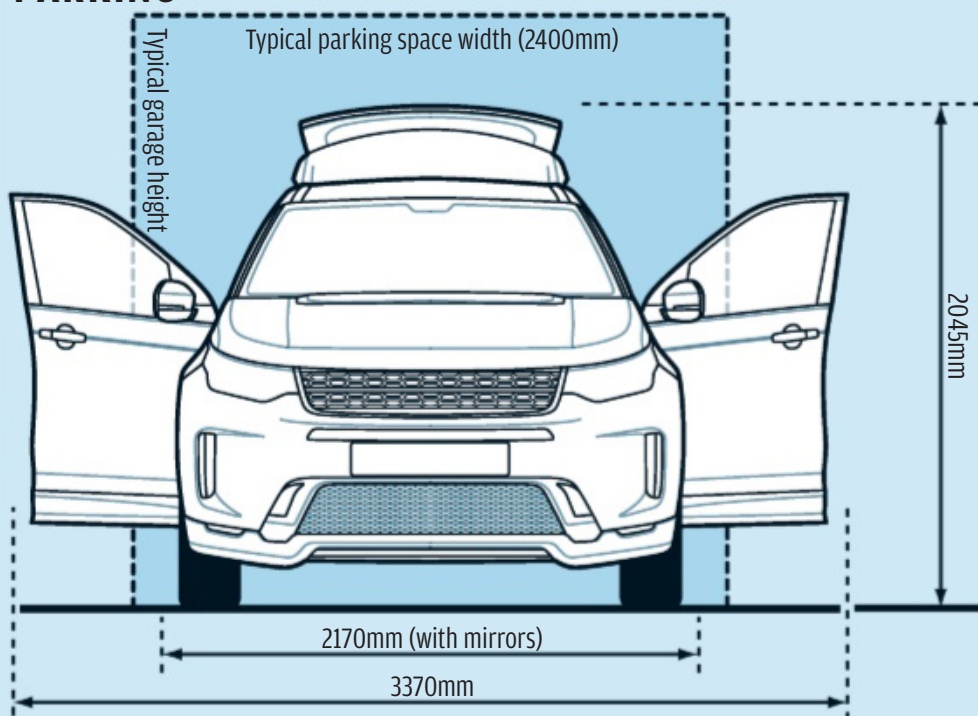


# Weights and measures

## DIMENSIONS



## PARKING

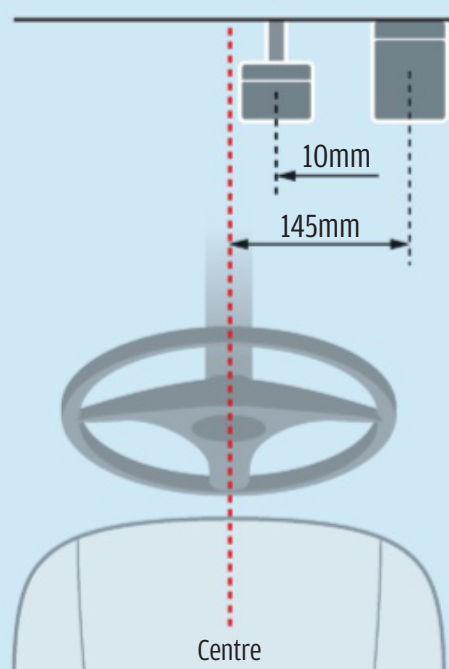


## WHEEL AND PEDAL ALIGNMENT

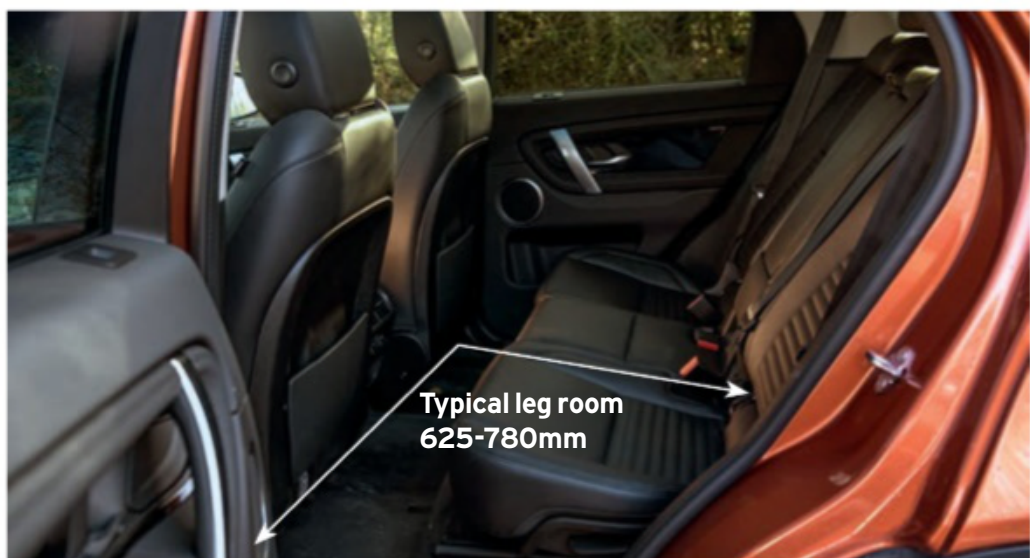
No complaints as far as pedal alignment is concerned. Plenty of adjustability in the seat base and steering column is a welcome feature.

## HEADLIGHTS

Discovery Sport comes as standard with automatic LED headlights. Unfortunately our testers did not have the opportunity to try them out.



● Head room is generous, even with the optional panoramic roof fitted. The commanding driving position offers excellent forward visibility.



● Rear bench slides back to create leg room of Mercedes S-Class proportions. Our car also had a generous provision of USB and power sockets for those at the back.



● Boot lip is flush with the floor, making for easy-access loading. Luggage space is competitive for the class but nothing more.

← and harshness levels. Our microphone tests will no doubt determine how effective these measures have been.

Suspension is by way of MacPherson struts at the front with a multi-link set-up at the rear, while coil springs make for a fixed ride height. Adaptive dampers are available optionally, although our car was supplied without.

As before, Land Rover's Terrain Response off-road program focuses on adjusting the Discovery Sport's electronic stability systems, but being a Land Rover the model should nonetheless be capable of travelling farther off the beaten track than any of its immediate rivals. Brake-based torque vectoring at the rear axle

should help out in this respect too, while making for tidier handling manners on the road.

## INTERIOR



Playing the less opulent but still appreciably premium fiddle alongside the Range Rover Evoque in the family SUV class has always left the Discovery Sport with a precarious path to tread. Too luxurious and the more spacious model might cannibalise sales of its profitable sibling; not luxurious enough and less capable but materially plush rivals such as the BMW X3 and Audi Q5 beckon.

It's a relief, then, to find that Land Rover has judged this cabin well. The

hallmarks of the brand – comfortable chairs with a high hip-point, a simple, sizeable steering rim and utilitarian rubberised mouldings – are still here, as is the striking breadth of the dashboard. The digital instrumentation array makes for a newly sophisticated ambience. Higher trim levels, including our SE-spec test car, are fitted with digital instruments in place of old-world dials, and standard across the range is the same 10in infotainment display from the Evoque and Land Rover's rotary climate controls, which are both sleek and intuitive.

The cabin feels as hard-wearing as befits the Land Rover badge, but not unduly so. And that's despite the occasional hard plastic and overall

panel fit which is inferior to that of Audi or BMW (but level with Volvo).

The Discovery Sport really hits its stride with its practicality. Head room is generous even with the optional panoramic roof, and the second-row bench can slide backwards to create far more leg room than the average passenger would ever need. Uniquely among the premium cars in this class, a third row of seats is also available on all but the lowliest D150 model. It gives the car an added layer of versatility, even if it is only children who will find them comfortable over any distance.

Along with good storage – there are generous door bins and various other cubbies, plus a decently capacious boot – the Discovery →





● Climate controls are much slicker than before. They integrate large rotary dials, which control temperature, into a touch-sensitive surface.



● Gearlever neatly sits on a chromed plastic plinth on this example. Other trims are available, including more fetching wood finish options.



● Centre cubby holds 7.3 litres – enough for four large water bottles stood upright. There are also two cupholders beneath the rubber cover plate.



## Multimedia system

★★★★☆

Jaguar Land Rover's latest 10in Touch Pro infotainment system is standard across the Discovery Sport line-up and neatly embedded into the sloping dashboard. On our SE test car, both Apple CarPlay and Android Auto smartphone mirroring were offered, allowing passengers to use apps such as Spotify and Waze or Google Maps. Land Rover also offers an Online Pack with 4G wi-fi hotspot and a 10-speaker Meridian sound system.

However, despite the sleek aesthetic and broad capabilities, this Touch Pro system still falls foul of some familiar usability drawbacks. The menu icons are small and can be difficult to use on the move, and there is a degree of latency you'll not find in rivals, not least the BMW X3, whose iDrive system also benefits from a central rotary controller. However, the Land Rover hits back with the option of no fewer than six USB-A ports and four 12V outlets.



“  
The D180 moves well while in  
the meat of its torque band  
”



← Sport feels very much the archetypal multi-tool car, albeit one with no small sense of occasion.

#### PERFORMANCE

★★★★☆

Performance against the stopwatch has traditionally been an abstract concern for Land Rover, but models such as the Discovery Sport must today offer reasonable speed and good drivability to fulfil the expectations of owners migrating from more conventional cars.

It's an area in which the old model at first rather fell on its face, using a Ford-derived diesel that would, as we wrote at the time, “shadow everything the car does with the clatter and gunsmoke odour of yesteryear”. Matters improved somewhat with the introduction of JLR's downsized Ingenium diesel part-way through the model cycle, but even these EU6-compliant engines were no match for their

smoother rival counterparts, generally of German origin.

Only the most wistful thinker would expect the addition of mild-hybrid technology to have a transformative effect on the Ingenium's performance, and in the world of 2.0-litre turbodiesel premium off-roaders, the Discovery Sport remains the sauntering sort. With four-wheel drive, never does it struggle for traction, even on damp roads, but against a kerb weight flirting with two tonnes, the D180's 0-60mph time still slips to the wrong side of the 10-second mark.

Neither is the car especially quick to respond to throttle inputs once rolling, although it is unlikely that anybody paying for a family SUV with genuine off-road ability will find progress so lazy as to be frustrating. The D180 moves well while in the meat of its torque band between 1500 and 3000rpm, although the busy nine-speed gearbox can take

its time to find the right ratio, so overtakes executed at short notice are best avoided. The transmission software's need to continually change gear has consequences at low speeds, too, when downshifts are occasionally accompanied by a small but nonetheless noticeable shunt through the driveline.

Overall, if there is any meaningful performance benefit from the supposed ‘torque-fill’ of the powertrain's electric element, our testers failed to notice it, and this ponderous D180 stills lacks the drivability of the equivalent BMW X3 20d or Volvo XC40 D4. However, as we'll shortly discover, the Discovery Sport now has new-found strengths that lie elsewhere.

#### HANDLING AND STABILITY

★★★★★

The old Discovery Sport handled well despite its agrarian underpinnings, and this new version's updated

platform promotes better handling still. And yet this car drives not in the alert-steering, low-roll, slightly artificial manner of so many nouveau off-roading crossovers, but in a laid-back manner recognisably and enjoyably Land Rover in feel.

It starts with the leisurely geared steering, which ensures the Discovery Sport will never be considered among the most agile cars of its type but lends proceedings a level of composure and, for the want of a better word, class. As with other products in the JLR stable, there's an elasticity to the motion that's married with good linearity. The result is a steering set-up that suits the heavy, high-riding Discovery Sport. It doesn't attempt to disguise the car's physics but still breeds confidence.

As expected, body control is relaxed, although not to the extent that the Discovery Sport lollops down a B-road in the manner of an original Discovery without anti-roll



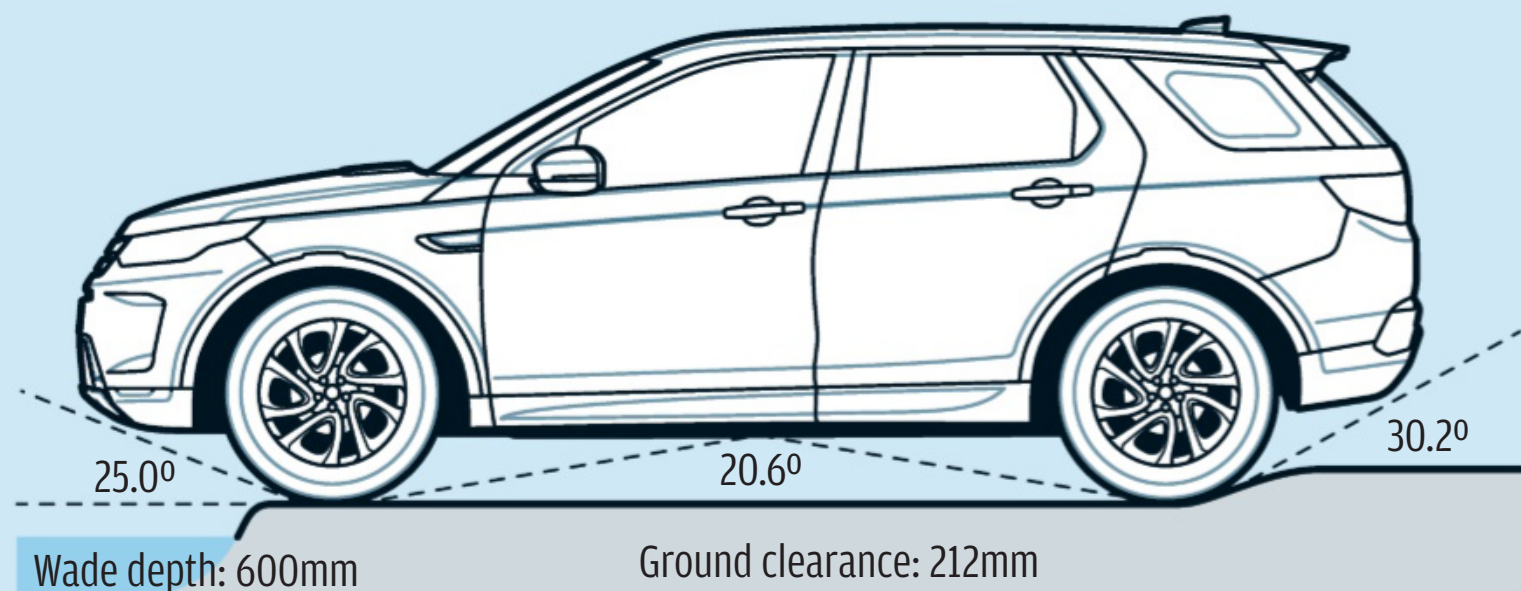
● The Discovery Sport's body unsurprisingly rolls in corners, but it's a well-controlled shifting mass that doesn't detract from a pleasant, if not pin-sharp, driving experience



## Off-road notes

No ladder chassis or full-time four-wheel drive here, but a conventional monocoque architecture and on-demand Haldex driveline still deliver more off-road ability than most are ever likely to need. This platform heralds new electronic wheel-management controls, which can direct torque across the axles to maximise traction. All the driver needs do is keep their foot deep into the throttle, at which point the Terrain Response brain, which also controls the locking rear diff, takes matters into its own hands. Modes include Sand, Grass-Gravel-Snow and Mud & Ruts, with differing levels of slip and torque profiles for each.

The car can also be optioned with Land Rover's ClearSight Ground View camera, which projects images from beneath the car onto the 10in cabin display, appearing to render the bonnet invisible. On the 45deg gradients the car can climb, such technology no doubt proves useful.



bars. In fact, Land Rover deserves recognition for its tuning of this suspension, because the car's rate of roll is well-judged and pretty much seamlessly matched to the steering response. It all makes for a pleasant, easy experience as the Sport flows along – so long as you don't stray too far from the stately pace it demands.

Do so and you'll find this chassis, anchored to the road with Pirelli all-season tyres, isn't one overly endowed with grip, which is perhaps why the ESC is quite conservatively tuned. Given the car's reasonably good balance and the progressiveness of the weight transfer, you're unlikely to trigger the electronics during normal driving. Grip levels are also well matched to the ability of the chassis, and the overall driving experience is not one defined by particularly notable levels of agility or precision but rather by dynamic coherence and surprising polish in the controls.

## COMFORT AND ISOLATION



You can tell within 50 yards that the Discovery Sport was not designed solely with endless ribbons of smooth Tarmac in mind. Even at speed there are edges to the ride, and this chassis picks out ripples and ridges more enthusiastically than any of the junior Land Rover's premium rivals. A jostle here and a thud there are the price paid for genuine off-road ability.

But equally, for a car with 600mm of wading depth and class-leading approach, breakover and departure angles, the Discovery Sport is still unusually well mannered. Vertical movements are supple but generally stop show of any hint of bounce. The car operates slickly at a cruise, too, it's fluid primary ride doing more for the everyday cause than the low-profile tyres on a more sporting alternative might manage.

However, acoustic isolation is

where the greatest improvements have been made. Ninth gear drops motorway engine speeds to a slither above tickover and all but silences the powertrain, and developments for the platform have seemingly banished a good degree of vibration and tyre roar. The Discovery Sport doesn't operate with quite the chapel-like calm of an Audi Q5 but neither is it comprehensively outclassed by the best in this segment.

Then there is the fact that no rival offers such a commanding driving position, which is equal even to the Porsche Cayenne in terms of height from the ground. This contributes to a feeling of security and well-being that is, much like the driving controls, unmistakably Land Rover.

## BUYING AND OWNING



Discovery Sport prices start as low as £31,575 for the front-wheel-drive model, but most buyers will plump

for a four-wheel-drive variant. These start at £36,425 and go as high as £49,675. Our 177bhp SE-spec test car, meanwhile, starts at £43,175.

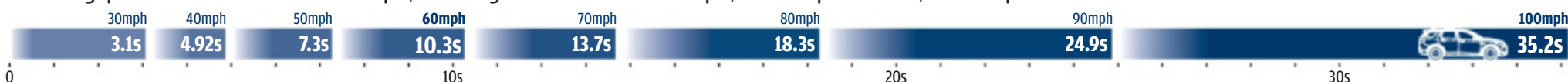
That seems like reasonable value for an upmarket seven-seat SUV with a rich level of standard equipment and a more genuine level of go-anywhere capability than most of its competitors. That it's fractionally cheaper than a comparable BMW X3 xDrive20d M Sport (£44,015) serves as an initial deal-sweetener.

There is, however, a price to pay for this additional functionality. With CO<sub>2</sub> emissions of 155g/km and a claimed WLTP combined fuel economy range of 37.2-39.6mpg (we saw a test average of 31mpg), the Land Rover is both thirstier and more expensive to tax than the BMW. By comparison, the X3 is rated at 42.2-44.8mpg on the WLTP cycle, while its CO<sub>2</sub> rating stands at 133g/km. When we road tested it in 2018, we saw a test average of 37.1mpg. →

## ACCELERATION

## Land Rover Discovery Sport D180 AWD SE (4deg C, damp)

Standing quarter mile 17.6sec at 78.6mph, standing km 32.5sec at 97.9mph, 30-70mph 10.5sec, 30-70mph in fourth na



## BMW X3 xDrive20d M Sport (9deg C, dry)

Standing quarter mile 16.5sec at 83.4mph, standing km 30.5sec at 104.7mph, 30-70mph 8.6sec, 30-70mph in fourth 9.6sec

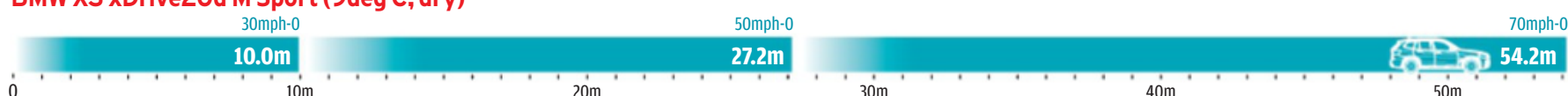


## BRAKING 60-0mph: 3.54sec

## Land Rover Discovery Sport D180 AWD SE (4deg C, damp)



## BMW X3 xDrive20d M Sport (9deg C, dry)





LAND ROVER  
DISCOVERY SPORT  
D180 AWD SE

On-the-road price	£43,175
Price as tested	£47,817
Value after 3yrs/36k miles	£20,875
Contract hire pcm	£535.56
Cost per mile	na

TYPICAL PCP QUOTE

Three years/36,000 miles **£596.61**  
A £4317.50 deposit and a finance deposit allowance of £3000 will put a Discovery Sport D180 SE on your drive for just under £600 per month on the above terms. Optional buyout will stand at £18,938. APR 4.9%, excess mileage charged at 14 pence per mile.

EQUIPMENT CHECKLIST

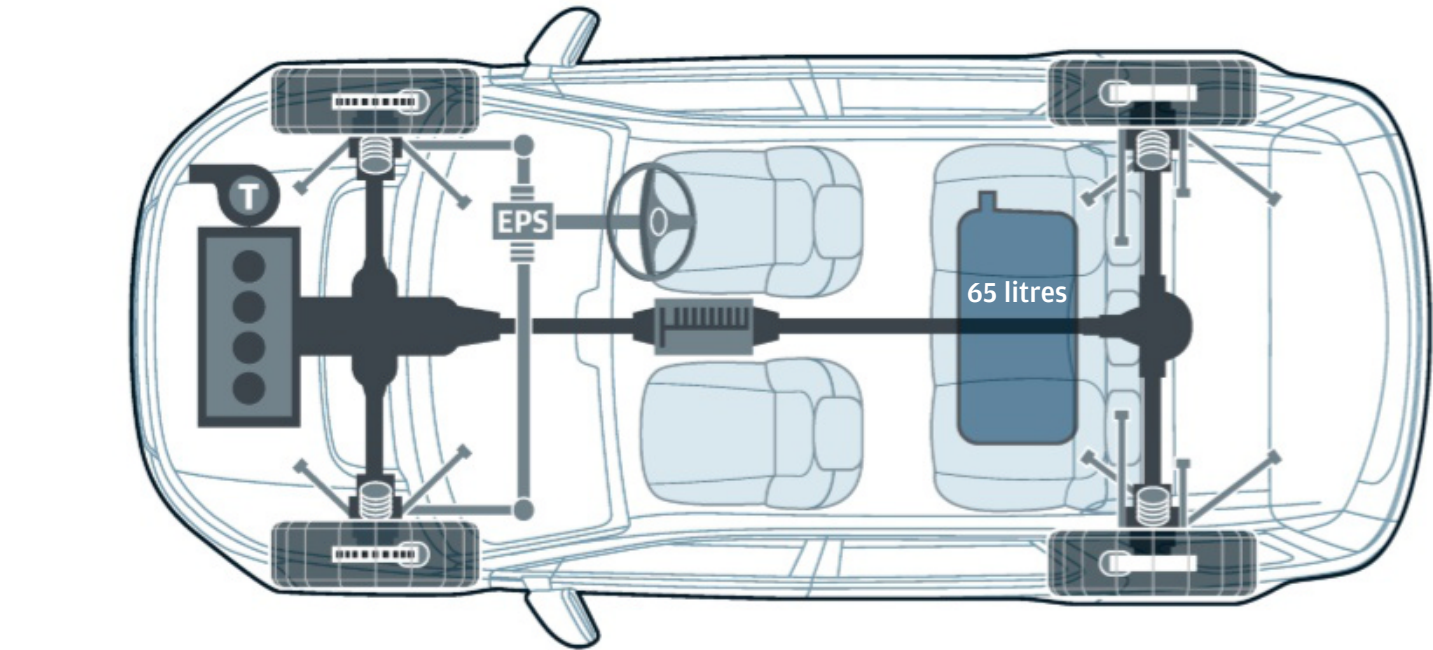
Premium LED headlights	■
Animated directional indicators	■
Grained leather seats	■
Powered tailgate	■
Heated front seats	■
ClearSight Ground View	■
Efficient Driveline	■
Active Driveline	■
Terrain Response	■
10in Touch Pro infotainment with sat-nav, Android Auto, Apple CarPlay, Bluetooth, DAB, wi-fi hotspot and parking camera	■
Front/rear 12V socket, with front USB	■
Fixed panoramic roof	£1100
20in alloys	£965
Namib Orange paint	£950
Echo Grey metallic paint	£575
Black exterior pack	£550
Privacy glass	£400
Second-row and loadspace USBs	£100
Options in <b>bold</b> fitted to test car	
■ = Standard   na = not available	

CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1953kg/2145kg
Drag coefficient	0.33
Wheels	8.0Jx20in
Tyres	Pirelli Scorpion Zero, 235/50 R20
Spare	Repair kit

ACCELERATION

MPH	TIME (sec)
0-30	3.1
0-40	4.9
0-50	7.3
0-60	10.3
0-70	13.7
0-80	18.3
0-90	24.9
0-100	35.2
0-110	-
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-



TECHNICAL LAYOUT

Facelifted Discovery Sport now sits on Jaguar Land Rover's Premium Transverse Architecture platform. Its 2.0-litre four-cylinder diesel is mounted across its nose, driving all four wheels via a nine-speed automatic gearbox and electronically actuated Haldex coupling. Land Rover claims a kerb weight to DIN figure of 1953kg. Fully fuelled we weighed it at 2145kg, split 56% front, 44% rear.

ENGINE

Installation	Front, transverse, four-wheel drive
Type	4 cyls in line, 1999cc, turbocharged, diesel, with 48V mild-hybrid assist
Made of	Aluminium block and head
Bore/stroke	83.0mm/92.35mm
Compression ratio	15.5:1
Valve gear	4 per cyl
Power	177bhp at 4000rpm
Torque	317lb ft at 1500-3000rpm
Redline	4250rpm
Power to weight	91bhp per tonne
Torque to weight	162 lb ft per tonne
Specific output	89bhp per litre



ECONOMY

TEST MPG	Track	19.8mpg
	Touring	47.5mpg
	Average	31.0mpg
CLAIMED	Low	27.6-28.4mpg
	Mid	33.9-36.0mpg
	High	47.3-51.9mpg
	Extra high	37.3-39.7mpg
	Combined	37.2-39.6mpg
Tank size		65 litres
Test range		443 miles

EMISSIONS & TAX

CO <sub>2</sub> emissions	155g/km (NEDC eq)
Tax at 20/40% pcm	£266/£532

TRANSMISSION

Type	9-spd automatic
Ratios/mph per 1000rpm	
1st	4.71/4.1
2nd	2.84/6.7
3rd	1.91/10.0
4th	1.38/13.8
5th	1.00/19.1
6th	0.81/23.6
7th	0.70/27.2
8th	0.58/32.9
9th	0.48/39.8
Final drive ratio	4.544:1

SUSPENSION

Front	MacPherson struts, coil springs, anti-roll bar
Rear	Multi-link, coil springs, anti-roll bar

BRAKES

Front	349mm ventilated discs
Rear	325mm solid discs
Anti-lock	Standard, with brake assist
Handbrake type	Electric
Handbrake location	Switch right of steering column

STEERING

Type	Electromechanical, rack and pinion
Turns lock to lock	2.4
Turning circle	11.8m

SAFETY

ABS, EBD, Emergency Brake Assist, Trailer Stability Assist  
**Euro NCAP crash rating** 5 stars  
**Adult occupant** 93% **Child occupant** 83%  
**Pedestrian protection** 69% **Safety assist** 82%

CABIN NOISE

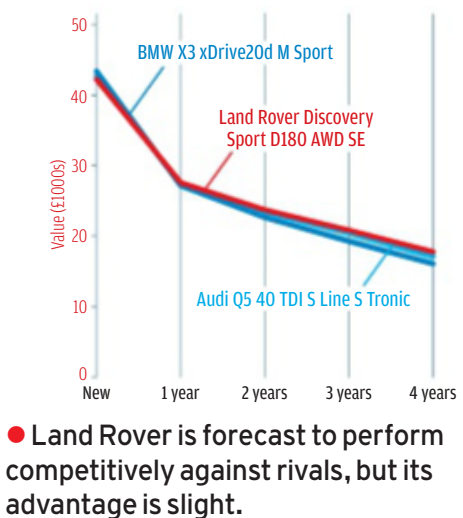
Idle	41dB
Max rpm in 4th gear	69dB
30mph	58dB
50mph	62dB
70mph	66dB

MAX SPEEDS IN GEAR

1	17mph 4250rpm
2	29mph 4250rpm
3	43mph 4250rpm
4	59mph 4250rpm
5	81mph 4250rpm
6	100mph 4250rpm
7	116mph 4250rpm
8	125mph 3796rpm
9	125mph* 3142rpm

RPM in 9th at 70/80mph = 1759/2010

RESIDUALS



THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2020, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Discovery Sport, contact Land Rover Customer Experience Centre, Abbey Road, Whitley, Coventry CV3 4LF (0370 5000 500, landrover.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).



# Testers' notes

**RICHARD LANE**

It seems likely BMW will supply the next Discovery Sport's powertrain, which would address two of this car's shortfalls: performance and efficiency.



**MATT SAUNDERS**

Must say, I like the facelifted car's new black exterior styling trims, which break up its expansive bodywork quite effectively. And I'm very glad they weren't tempted to copy the Discovery's asymmetric rear-end design.

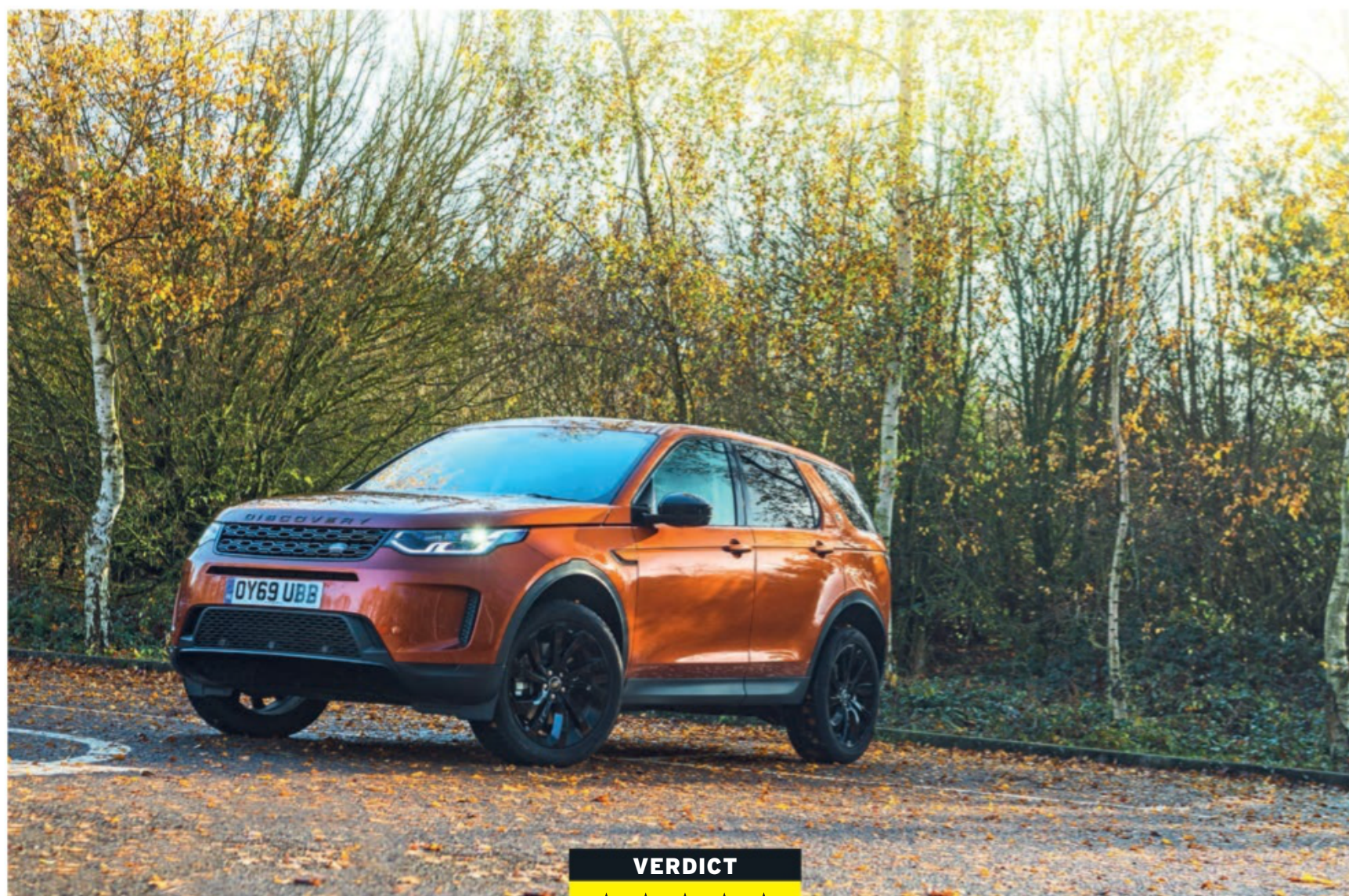


## Spec advice

Black Exterior Pack (£550) adds an appealing level of visual aggression to Discovery Sport's body work. The fixed panoramic roof (£1100) doesn't compromise head room, either, and with the Light Oyster Headlining it brightens up the cabin nicely.

## Jobs for the facelift

- Gearbox could operate more smoothly, particularly on downshifts.
- Soften the car's secondary ride, because the primary ride is generally good.
- Fit more generously sculpted seats but don't change the positioning.



## VERDICT



## Off-road fidelity and character outweigh a lacklustre powertrain

**T**here are more comfortable, efficient and quicker alternatives to this revised Discovery Sport, whose new-found mild-hybrid status should be taken with a pinch of salt. And despite the convincing technological showcase of the cabin, at times the Sport's weight and thick-set manner can make it feel a touch antiquated among more polished classmates.

However, few if any of those cars match the Land Rover's off-road ability or sense of integrity, and none marries such a commanding driving position with controls that inspire an enjoyable degree of confidence. In these aspects the Discovery Sport transcends the norms of the class and inherits the character of more senior Land Rover wares.

While the Discovery Sport can't match the likes of Audi and BMW for rolling refinement, its abilities in this regard are not so far off the pace that the versatility of its capacious, thoughtfully appointed interior couldn't give this entry-level Land Rover an edge in the minds of potential owners.

## ROAD TEST RIVALS

Verdicts on every new car, p82

### Price

### Power, torque

### 0-62mph, top speed

### CO<sub>2</sub>, economy



### 1 AUDI Q5 40 TDI S LINE QUATTRO S TRONIC

As far as refinement, composure and practicality are concerned, the Q5 is tough to beat. Steering still a bit numb, though.



£43,395

188bhp, 295lb ft

8.1sec, 137mph

146g/km, 38.2mpg



### 2 BMW X3 xDRIVE20d M SPORT

Keen handling BMW SUV is now a serious upmarket contender. Appealing balance of performance, refinement and economy, too.



£44,015

187bhp, 295lb ft

8.0sec, 132mph

133-136g/km, 42.2-44.8mpg



### 3 JAGUAR F-PACE D180 AWD R-SPORT

Its diesel engine is a bit of an average performer, but the F-Pace is a striking thing to look at that handles well.



£43,655

178bhp, 317lb ft

9.0sec, 129mph

151-155g/km, 38.3-41.9mpg



### 4 LAND ROVER DISCOVERY SPORT D180 AWD SE

The only seven-seater here, and the only contender that will genuinely go off road. Tough to dismiss on those grounds.



£43,175

177bhp, 317lb ft

10.1sec, 125mph

155g/km, 37.2-39.6mpg



### 5 MERCEDES-BENZ GLC 220D 4MATIC AMG LINE

Handsome GLC offers impressive comfort levels and an appealing cabin. Dynamically a bit so-so.



£42,370

192bhp, 295lb ft

7.9sec, 134mph

140g/km, 40.9-47.9mpg



# DESERT STORMER

Bloodhound aims to break the land speed record this year after storming to 628mph in the Kalahari desert. Matt Prior meets its chief engineer and driver





**R**ight about now, the sleek Bloodhound land speed record car will be docking in the UK after last autumn's high-speed test programme on a dry lake bed in the South African desert, where it hit 628mph in the hands of its driver, Andy Green.

I say 'high speed' but, for Bloodhound LSR, it's running on only two-thirds power. The test was a prelude for a return to the remote Hakskeen Pan, in north-west South Africa close to the Namibian border, in 12 to 18 months, where the car will make an attempt on the land speed record that Green has held since 1997, when he took the twin-jet Thrust SSC to a supersonic 763mph.

Bloodhound LSR's target will be over 800mph and a new land speed record. That might be the first thing you note about Bloodhound LSR: the target was once 1000mph, which is now 'phase two' if, after reaching a new record, there's sufficient commercial and public interest in taking it to four figures.

Which brings me to the second

thing you might note about Bloodhound LSR, in that instead of its old blue and orange, it's now white, in a 'your company name here' kind of way, the project having been rescued from administration by Ian Warhurst, former owner of turbocharger company Melett, eight days into a retirement he abandoned late in 2018.

Since then, things have moved – if you'll pardon the expression – quickly. The autumn test programme was only put into place last July. Here, in the words of Bloodhound LSR's chief engineer, Mark Chapman, and Green, a former fighter pilot and the team's mathematician, is what Bloodhound is, how you run it and how you drive it.

#### WHAT IS IT?

At 13.5m long, Bloodhound is about three times the length of a normal family car. "The front third is an all-carbonfibre monocoque," says Chapman, "which houses the driver safety cell and also the high-test peroxide tank," fuel for the rocket that will be supplied by Norwegian

**Andy Green:**  
Bloodhound driver,  
current LSR holder



company Nammo. To date, Bloodhound has been run with a Rolls-Royce Eurojet EJ200 engine borrowed (literally; the owners will want it back) from a Eurofighter Typhoon fighter jet. That provides around 20,000lb of thrust. The monopropellant rocket is expected to add up to another 9000lb.

Behind the front section is a "steel and aluminium lower chassis that holds the fuel tanks, and on top of that we've got a titanium and aluminium chassis, which houses the jet engine and also mounts the fin".

Thrust SSC used two engines, side by side, which negated roll (which we'll come to later). "The reason Bloodhound is as narrow is to reduce

the frontal area," says Chapman, "to drive that drag down to as low a number as possible." Overall width is about 2.5m, but "as front track goes, it's still pretty narrow. It's not a very wide car."

The bodywork is mostly stressed, and since the car's 2009 inception under Richard Noble, there have been a few key changes: "The jet and the rocket have switched over, and the fin has got a lot bigger."

At conception, the jet was mounted beneath the rocket because it's heavier, but when the rocket's thrust kicked in, it would have pushed Bloodhound nose-down. There were adjustable winglets at the front to counteract that but "we couldn't find a way of making that system fail-safe," says Chapman, "so if you swap the jet and the rocket over, because the rocket is a lot narrower, you can mount it a lot lower to the ground, so how they are now, they pretty much straddle the centre of gravity".

Because the huge aluminium wheels aren't engine driven, Bloodhound doesn't need →





“  
When you get to about Mach 1,  
there's no downforce, and  
supersonic it generates lift  
”



← downforce to create grip. In fact, lift neutrality and minimal drag is optimum. “The anomaly is that you generate an increasing amount of downforce until about Mach 0.6, or about 400mph or 500mph,” says Chapman. “Then from Mach 0.6 upwards, downforce starts to reduce, and when you get to about Mach 1, there's no downforce, and supersonic it starts to generate lift at the back, so you need rear winglets.

“The surprising bit about testing was how close the aerodynamic modelling was. Bear in mind you've got maybe three different ways of modelling the aerodynamics computationally. On one or two of the simulations, it matched the line completely. We were expecting up to 20% scatter on the data from prediction to reality. On most of the run, we were within 5%. If you saw that on a PhD paper, you'd expect

they'd cheated, so the aerodynamic model is almost unbelievably good.”

Chapman talks numbers – huge numbers – as casually as if you were talking to me about speeds on the way to the shops. “All our drama was below 350mph if you like,” Chapman says, “getting a car running reliably – silly things like power leads, sensors not quite working, debugging it.” After deciding in July to head to South Africa for jet-only testing, “literally, we gave it a lick of white paint, packed the car, flew it out there with no testing since 2017 at Newquay airport – it was pretty much mothballed after that. And in the first couple of weeks in South Africa, we were very much debugging it, getting the engine started, finding a sensor wasn't working and, until 350-400mph, there seemed to be this snag list of stuff to solve.”

That phase cleared, though, and

things improved remarkably. “Once it was running, over the last three runs, it was just huge 80mph steps each run,” says Chapman. “I wouldn't say it was effortless, but there was no surprise it worked as well as it did.”

#### HOW DO YOU RUN IT?

There's a reason Chapman says it isn't effortless: running a 600mph car in very hostile conditions in the middle of nowhere is as hard as it sounds.

“We're running coming into the late spring/early summer in the Kalahari desert and, oddly enough, it's quite warm,” Chapman says with understatement. “We knew it was going to be in the high 30s. I think it got up to about 43deg. That's quite a challenging working environment. Glibly, before, we'd said: ‘It'll be fine. We'll have a cold drink.’ But actually just operating in those temperatures is quite difficult. We run a turbine to

get the EJ200 engine going, and it's quite elderly, and that was struggling at an altitude of nearly 1000m, so it's got less puff. So we'd be out there by 5am, ready to run by 5.30am, and the coolest we ran was at 17deg, so even dawn is quite warm.”

After 16-hour days, the team stay in a hunting lodge around 40 miles from the car's base, which is, crudely speaking, a big tent on the edge of a dried lake bed, 600 miles from Johannesburg and 160 miles from the nearest supermarket.

“We'd prep the car the night before,” says Chapman, “have it fully fuelled, check all the computer systems, have it ready at the front door with the towing strap attached.”

First thing in the morning, the team would perform “a run brief while we're booting up the systems” and perform final checks. “Then we tow the car out to the desert. It



## How does 0-600mph in 40 seconds sound?

■ That's how quickly Bloodhound LSR accelerated during its most recent high-speed tests and it will go faster still, with its runs taking less time again but with far higher terminal speeds, when it gets a rocket.

■ Bloodhound's engineers think each pass will use something like **300-350 litres of jet fuel**. That's even less than it used in testing, on account of each run taking less time.

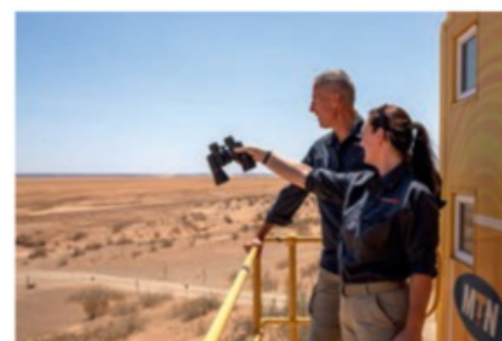
■ The jet is by those standards "very efficient", although these things are relative.

■ Bloodhound's engineers know that the rocket will use something like **900 litres** of high-test peroxide fuel on every single run. So double that for each two-direction record attempt.

■ Before the afterburner is fired, the Typhoon EJ200 jet engine makes **13,300lbf of force** and on reheat **20,239lbf** (6kN and 9kN respectively, metric fans). The rocket should add another **50%** to that.

■ The height of the upper chassis stands **2m** tall and the tail fin another **2m** above that. All told, the car weighs approximately **six tonnes**.

■ Bloodhound itself is a large vehicle. It's **13.5m long**, with a **2.2m-wide** track at the rear but only **0.9m** wide at the front, and a wheelbase of **8.9m**.



Bloodhound runs require a team working 16-hour days in basic, challenging conditions. Tower helps Green see farther down the track

takes about half an hour to get it to position. Then you do the actual pre-start checks. Andy will do his walk around with his start team and, like an aircraft, they'll check the intakes, that everything's securely attached to the car, and then Andy will get into the car and go through his pre-flight checks, boot up the computers.

"We'll have an umbilical plugged into the car, too, checking that, as the computers come online, we're getting the right data. Andy gets his helmet on and the hatch locked down, and we go through the start system. We start our air-start kart. Then, when that's up to temperature and pressure, that opens a valve into the EJ200 gearbox and starts to wind that up."

"One of the beauties of the engine is that it's a very clever engine," says Chapman. "Sometimes, that can be its handicap, but it's got its own health monitoring system, so before

a run, we check its ECU in effect. Its diagnostics are very good." That said, although it is "a very modern jet engine", it is not new. "This engine last flew in an aircraft in 1997," says Chapman. "Yes, it's an engine from a Typhoon but it's the test aircraft, from before this millennium. So there is a certain amount of hilarity when you're on a programme to talk about future technology and, in the background, we've got a computer running Windows 95."

All going well, the EJ200 starts and the car is, then, ready. All going well. "One thing we found with the higher temperature is that it takes longer to start, and on the EJ200, there's a one-minute timer, so if it hasn't started in 60 seconds, automatically it aborts," Chapman explains. "There's the hot air temperature, you're at altitude... it just takes more puff to get it going."

But once it is going? Green – the

world's fastest man – takes up the story.

### HOW TO DRIVE IT

If you found yourself in Bloodhound's cockpit, the major controls would be familiar major controls. There's a steering wheel and "right foot for the loud pedal and left foot for the brakes", says Green.

Then mostly there are digital displays. "Thrust SSC was very much an analogue-era car," says Green, "so it had a series of round dials that would show one thing only." By comparison, "Bloodhound has got three fully programmable high-definition LCD screens so it's got a full-colour cockpit and, on a couple of occasions, we're introducing things," such as the team adding a gearbox temperature display to the monitor while they were out in South Africa.

Once ensconced, "I can see the

track directly ahead of me plus or minus 10deg or 15deg," Green says. "It's a relatively narrow amount but, most of the time, the car's going in a straight line." That said, while in an ideal situation you would line up Bloodhound pointing where it wants to go and then start it, likely as not the team would start it into the wind to give it every chance to fire.

From there, Green has to drive it to the start line. Lining it up from its idling position to the start might be a 250m turn, which "sounds absolutely vast, but if you're on a 16km track, a quarter of a kilometre is nothing".

The car's steering ratio – the amount you turn the wheel versus the amount the wheels turn – is 40:1, versus a typical family car's 15:1 or so.

"The steering wheel rotates through 200deg, and that's more than enough for a car that's travelling at several hundred miles an hour," →



← says Green. The front wheels turn by 5deg each way “just to make it manoeuvrable enough to turn it under its own power, which saves you a whole bunch of time hooking it up to a 4x4”, a process that would also make the windscreen dustier.

The throttle is “fully variable like a car throttle, but when you say progressive, it’s a progressive amount of 54,000 thrust horsepower,” Green explains. “A small amount of that is still a lot. It’s also non-linear. We’re using one of the maps from Eurofighter Typhoon, which has two. It’s got a ground map where the first part of the throttle gives you very little change because that’s how pilots taxi. Then the second part of the throttle gives you much more per millimetre during take-off because you’re not refining the throttle to stay in close formation or anything. It has a different map for flying which is much more linear. We’re using the non-linear map for the same sorts of reasons.” Above about 100mph, Green uses the jet’s afterburner, where “I don’t need such a progressive throttle, because I’m not featuring it much under those conditions”.

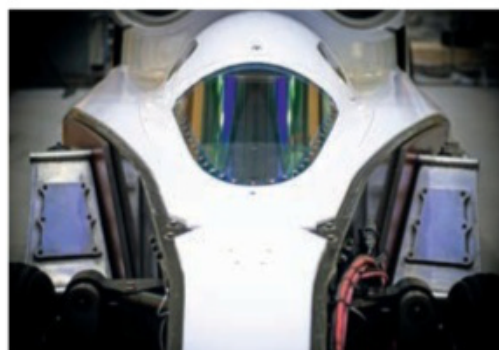
‘Those conditions’ included runs up to 1000km/h last November. While the surface doesn’t give the car too many issues, other things do, mostly related to crosswinds.

Bloodhound is a “relatively tall car,” Green says, owing to its narrow two-engined design, “so it’s got quite a high centre of gravity, and what that means is that your static roll (ie from a gust of wind) makes the car lean over, and your dynamic roll (putting a steering input in) also makes the bodywork lean just like it does in a normal car. Both of those are higher than a normal land speed record car.” Thrust SSC had two engines side by side not because it needed that much power, but because its 3.5m-wide track meant roll just wasn’t a factor.

“Roll is something you never want to feel in a land speed record car,” says Green. “So the first couple of times in gusty crosswinds and feeling the car roll, I was thinking: ‘This just doesn’t feel right.’ But, of course, that’s against the model of the perfect LSR car that never rolls.

“So in the first couple of runs, it was a case of just getting used to it. What does it feel like under controlled conditions and what’s the correct amount of steering to put in within those bounds? Does that affect my control authority?” Once I got used to that, it just felt like part of the car, but initially, it was an odd feeling. I told the team a couple of times that for a land speed record car, it felt like it handled like a bit of a pig in crosswinds, because of that unsettling – tiny, tiny, only a few degrees – of roll, but it’s so unusual to feel in a car like that. If you were in a normal saloon car, you wouldn’t even remark on it; less normal in a race car; in an LSR car, unusual to the point of uncomfortable.”

If you see video footage of a run – and I suggest you do – you’ll



Test runs used jet only. Dust is a constant problem. Chute has worked every time – so far

see Green looks quite busy at the wheel. “The faster you go, the less mechanical grip you get from the wheels,” he says, “so you have to put quite a lot of steering in to actually keep the car going in a straight line.”

‘Quite a lot’ is about three of its five degrees of steering lock, a full armful of turn in Bloodhound, which in a family car would equate to about 45deg on the steering wheel. “That doesn’t sound very much,” says Green, “but have a think about applying 45deg at motorway speeds and it starts to sound like a scary amount. Then think about doing it at five, eight, 10 times motorway speeds and it’s a ludicrous amount of steering, but that’s the sort of steering it takes to keep a straight-line racing car, at very

high speed, going in a straight line.”

That said, Green says he’s “not terribly worried about what the dynamics will feel like in the car we’ve been driving, because we’ll never drive that car again. As soon as you put the rocket in [it changes] and we’re going to make various other modifications which will affect the mass and centre of gravity. So as soon as we put the rocket in, the centre of gravity will move back, crosswinds and gust sensitivity will reduce because we’re narrowing what we call the static margin – the gap between the centre of gravity and the aerodynamic centre in yaw.”

So then, just braking to worry about. Bloodhound runs parachutes that worked “eight out of eight” times with good stability, although that’s

still no guarantee they’ll work every time, and on the front wheels there are conventional disc brakes, to use below around 290mph – and no ABS.

Leaving room for margin on all of those meant “the target 500mph-plus was comfortable” during the recent tests. Green says: “600mph-plus was a bit of a stretch target – or 1000km/h for the benefit of an international audience because that would be the icing on the cake.”

“To be able to do that comfortably – the car would have been able to go faster – at that point we’d achieved all the objectives of testing, and at that point there was no point putting more wear and tear on the car,” says Green. “It was brilliantly successful.”

Stay tuned as they aim for more success over the next 18 months. 



“  
The first couple of times in  
gusty sidewinds, I was thinking:  
'This just doesn't feel right'  
”



### THE PREVIOUS FIVE LAND SPEED RECORD CARS



#### THRUST SSC

**Year** 1997

**Speed** 763.035mph

**Engines** Two Rolls-Royce Spey  
**Location** Black Rock Desert,  
Nevada, US

Andy Green drove Richard  
Noble's Thrust SSC through  
the sound barrier



#### THRUST 2

**Year** 1983

**Speed** 633.47mph

**Engine** Rolls-Royce Avon  
**Location** Black Rock Desert,  
Nevada, US

Richard Noble broke the  
record that had stood for  
13 years



#### BLUE FLAME

**Year** 1970

**Speed** 622.407mph

**Engine** Rocket  
**Location** Bonneville Salt  
Flats, Utah, US

Gary Gabelich was first to  
exceed 1000km/h and did so  
in rocket car



#### SPIRIT OF AMERICA - SONIC 1

**Year** 1965

**Speed** 600.601mph

**Engine** Turbojet  
**Location** Bonneville Salt  
Flats, Utah, US

Craig Breedlove became a  
speed record legend in Spirit  
of America



#### GREEN MONSTER

**Year** 1965

**Speed** 576.553mph

**Engine** Turbojet  
**Location** Bonneville Salt  
Flats, Utah, US

Between them, Art Arfons'  
Green Monster and Craig  
Breedlove broke the LSR  
seven times in 1964 and 1965



# WHAT WILL HAPPEN

WHAT WILL HAPPEN



**EVs WILL SPARK A SALOON REVIVAL**  
We're not saying the SUV trend is over just yet, but we reckon you'll see more and more saloons on the road as EVs begin to take hold. Lighter, more aerodynamic and perfectly suited to the smoothness of an EV powertrain, the saloon car could be on for a comeback. New Jaguar XJ, Tesla Model 3, BMW i4... The list goes on.

# WHAT TO DO

## BUY A USED 4x4

Whether it be the diminutive Suzuki Jimny or the grandiloquent Land Rover Discovery, we all love a 4x4, and with so many economic and political uncertainties being thrust at us, now might be the time to put one on your drive. Buying a butch four-wheel drive used will save you cash, too, and prices look appealing. You can buy a Disco 4 from £10k or a present-shape Range Rover from £20k. Too opulent? Try a Toyota Land Cruiser from £10k, a tiny Fiat Panda 4x4 from £2k or a Dacia Duster from £3k. Buy any of them and feel splendid on Tarmac and superior in the city.

WHAT TO DO



What does the coming motoring year have in store and how can you make the most of it? Our writers come up with their best ideas

## DEFENDER WILL BE EPIC OFF ROAD AND GOOD ON IT, TOO

It has got to be really, hasn't it? Land Rover seems to have avoided any damaging backlash over the design of the car that was always going to be easier to get wrong than get right given the stakes (for what it's worth, we're firmly in the 'they've got it right' camp). But it would be nothing compared with what would come its way if the Defender wasn't

the roughest, toughest off-roader in the world, capable of ploughing forward even when the terrain becomes seemingly impassable.

So while much has been made of its design, less has been made of the tech. Or rather, the tech story has got lost in the debate on the Defender's looks. Maybe that's because Land Rover didn't want to

face down another debate on why the Defender has switched from a separate ladder frame chassis to a monocoque body.

That switch was an obvious one when stacking up the Defender's business case, so the D7x platform underpinning the car is closely related to JLR's other aluminium architecture. This should make

the new Defender unrecognisable from the old one to drive on the road, which is essential in widening its appeal, and Land Rover says its suite of off-road hardware and software is the toughest and most advanced it has yet produced.

So strong is the new Defender, it allegedly broke some of equipment designed to test its durability.

WHAT WILL HAPPEN







## TEST DRIVE AN EV

There is a serenity about driving an EV that you don't get with a petrol car. It makes even the smallest supermini feel like a luxury experience: so smooth, so quiet, so quick off the line. Try

it – you may even find yourself forgiving the charging infrastructure's foibles and searching for the extra cash needed for an EV compared with a combustion-engined counterpart.

WHAT WILL HAPPEN



### USED EV PRICES WILL RISE AND RISE

New car sales suffered last year but the interest in used cars remained fairly buoyant. Narrow that down to the burgeoning electric vehicle sector and it seems that demand skyrocketed, with the prices of used EVs rising rapidly as a result: the ever-popular and usefully affordable Renault Zoe saw prices for some models rise by an average of 18% year on year, with earlier versions of the Nissan Leaf not far behind (see p72). We predict pretty much the same this year, as buyers are tempted by the prospect of jumping onto the EV bandwagon for much less than the cost of buying one of the many prohibitively more expensive new models.

## BUY A NEW CAR WITH A SUPER-KEEN DEAL

Car makers and retailers are hurting. And while your heart may not bleed for them, this is a great time to take advantage of some of their ever-keener attempts to persuade you to overlook the backdrop of economic and regulatory uncertainty and buy a new car.

As ever, timing and car choice is everything. Look for run-out examples of models about to be replaced (the Volkswagen Golf, for instance) for the best bargains, and don't rule out buying on finance, where

deposit contributions to shift unwanted stock can be especially tempting. Shop well, and buying this way can even incur less depreciation than buying nearly new.

WHAT TO DO



### DRIVE A CATERHAM OR AN ARIEL

We all start the new year with a promise to detoxify, so why not extend it to driving? Beg, borrow or steal (actually, not the last one) to get a go in one of these British lightweight specials for a synapse-sparking, driver aid-free reminder of why we love getting behind the wheel.

WHAT TO DO



### I'M LOOKING FORWARD TO...

The European arrival of the new mid-engined Chevy Corvette, to see if it's good, what the UK price will be (amazingly low in the US at around \$70,000) and what the world thinks of a new big-cubes V8.

STEVE CROPLEY

WHAT TO DO



### BUY A CAR FOR THE FESTIVAL OF THE UNEXCEPTIONAL

The Festival of the Unexceptional is the most enjoyable, most care-free enthusiast's event of the year. It celebrates the unfashionable cars most people looked past all their lives, even though they were often associated with great motoring tales: fraught family holidays, cheap deals and never-ending battles with reliability. We'll never forget strolling through the 2019 field admiring Maestros and Avengers, Humbers and Princesses, and chatting to a bloke who had a tiny train set laid out in the boot of his Morris Minor. Prices for such cars have started to rise, but they're still very low. Get searching! You could be a winner.

## EVs WILL REMAIN A TINY PROPORTION OF SALES

If you think 2020 will be the year the roads turn silent with electric cars buzzing around everywhere, think again. It's true there are lots of new electric cars coming, from more brands at more affordable prices, with greater ranges to finally draw some mainstream appeal, but the choice of cars that fit this description still won't run much into double figures.

For every new Volkswagen ID or Vauxhall Corsa-e, there's a new VW Golf or a standard Vauxhall Corsa, the likes of which will continue to dominate best-seller charts. Remember, while the electric car is in its infancy, the internal

combustion engined car is a rather sophisticated and developed product itself, and it continues to get better all the time.

To the end of last November, EVs had just a 1.5% market share. Getting that above 5% is a realistic, perhaps pessimistic target for this year, given the strength of the newcomers and increased supply of models such as the Kia e-Niro.

It's best to think of 2020 as the most significant year yet for the transition towards EVs. The real question is whether the infrastructure will develop as quickly to support them.

WHAT WILL HAPPEN





# THE VW ID 3 WILL BECOME EUROPE'S BEST-SELLING EV

We're being bold here. The Nissan Leaf was the best-selling electric car in Europe last year, with around 39,000 sales, just ahead of the Renault Zoe. It will be quite the challenge for the ID 3 to get close

to that, but we reckon it could be outselling its rivals by year's end.

It's a question of scale: Volkswagen has big ambitions for the first electric car built on its crucial MEB platform. The plan

is to ramp up production quickly, and it's all backed up by a massive marketing campaign.

The firm has already said this car is its Beetle or Golf for the electric age, and it's the flagship

of the huge investment in and commitment to electrification made across the whole Volkswagen Group. Volkswagen can't really afford for the ID 3 not to be a success.

**WHAT WILL HAPPEN**

## THE ID NUMBERING SYSTEM

The ID 3 is the first car in the ID range. Next is tipped to be the ID 4, but the firm has yet to explain how the number order works.



## A REVIEW INTO THE USE OF SMART MOTORWAYS

"We know people are dying on smart motorways." So said transport secretary Grant Shapps back in October when announcing a review into the controversial roll-out of the hard shoulder-less format. Rarely is a politician so candid about the failings of a system currently being implemented, which tells you all you need to know about the dangers motorists are facing on a daily basis.

Perhaps the most baffling recent revelation is that less than a fifth of the smart motorway network is fitted with Stopped Vehicle Detection technology to locate a stationary car in a live traffic lane. Even when the red 'X' is illuminated, it's all too easy for the inattentive not to notice. Our only hope is that the review reveals that major changes are needed to the format – changes that are implemented rapidly in 2020 – before deaths on these roads spike even further.

**WHAT WILL HAPPEN**



## ELON MUSK WILL ESCALATE HIS WAR OF WORDS WITH PORSCHE AND FORD

Whether sending a modified Model S to try to eclipse a Porsche Nürburgring record or staging a tug-of-war between a Ford F-150 and a Cybertruck, Tesla boss Elon Musk hasn't been afraid to poke at rivals.

As they try to muscle in on Tesla's patch, expect the needling to escalate. Grab some popcorn, sit back and enjoy...

**WHAT WILL HAPPEN**



## I'M LOOKING FORWARD TO...

My son turns 17 in 2020, so I'm looking forward to him becoming mobile, discovering the joys of full independence and starting to enjoy cars in his own way. And not needing a lift everywhere, so I can just spend a full day in the shed.

**MATT PRIOR**

## RESCUE AN UNLOVED CAR

There are plenty of unloved old cars hiding in plain sight on Britain's drives. Don't let that would-be classic go unappreciated: do your research, track down the owner and ask what they had planned for it. A sensible offer could make it your next project.

**WHAT TO DO**





## WHAT TO DO



## GO TO A HIGH-END CAR SHOW...

If a blend of classics, supercars and a royal palace is your bag, put the Concours of Elegance at Hampton Court Palace from 4-6 September on your list. Waltz around Henry VIII's former south-west London home admiring some of the world's rarest cars from the likes of Bugatti, Ferrari and Rolls-Royce. Do the maths and there's nearly £1 billion worth of cars on display over the three days. There are plenty of other high-end car shows through the summer months. Search the internet for the best near you.

## WHAT TO DO



## ...OR YOUR LOCAL CLASSIC CAR SHOW

No interest in unobtainable multimillion-pound garage queens? Forget the big classic car shows and pop down to your local gathering – probably found on the same field as the Sunday car boot is held. You'll be amazed by the variety of metal, and the owners often have a story.

## MOTORSPORT ROUND-UP

## LEWIS HAMILTON WILL BREAK SCHUMACHER'S F1 WIN RECORD

Eight wins. That's all Lewis Hamilton needs to surpass Michael Schumacher's tally of 91 Formula 1 grand prix victories – long thought an unreachable tally – and become the most successful driver in the history of the sport. Can he manage that in 2020? Form is on his side: Hamilton has won at least nine races every year since the current 1.6-litre turbo-hybrid rules came into force in 2014, benefiting from the dominance of his Mercedes-AMG team.

Ferrari and Red Bull closed the gap to Mercedes on pure pace in 2019, but Hamilton still dominated – and in several races he didn't need the fastest car to win. If anything, the tougher the challenge, the more he thrives.

And if Hamilton can win eight races, he'd almost certainly claim seven titles, matching another Schumacher record.

## ...BUT SOME WILL STILL CLAIM HE ISN'T A TRUE GREAT

He's got the best car! Modern F1 is too safe! The team do the hard work! Even if Lewis sets a new win record, many will say he isn't an all-time great.

They will, of course, be wrong.

## WHAT WILL HAPPEN



## WHAT WILL HAPPEN



## SEBASTIEN OGIER WILL FINISH HIS CAREER WITH A SEVENTH TITLE

The return to Citroën turned sour, but three 2019 wins in the C3 underlined Seb's skills. He retires at the end of 2020, but in the Toyota he will clinch another title, including a Loeb-beating eighth Monte Carlo win. Seven crowns with three marques will seal his status as one of the greats.

## WHAT TO DO



## VISIT A WRC EVENT

Everyone has their favourite rallying era, but objectively the latest WRC cars are the fastest yet. They're also the most spectacular. New regs in 2022 could usher in electrification, so get stageside this year (why not Wales, it's on the doorstep?) for an earful of anti-lag and a face full of gravel. You won't regret it.

## COLIN TURKINGTON WILL BECOME THE BTCC'S FIRST FIVE-TIME CHAMP

The BTCC is so competitive it's hard to really dominate, but the BMW 3 Series was the class of the 2019 field. Quick, clean and respected, lead driver Colin Turkington knows how to win a title. He's now tied Andy Rouse for the most titles in BTCC history and is well-placed to add a fifth.

## WHAT WILL HAPPEN





# LIFE...WHERE'S THE PAUSE BUTTON?

With so many demands from work, home and family, there never seem to be enough hours in the day for you. Why not press pause once in a while, curl up with your favourite magazine and put a little oasis of 'you' in your day.



**PRESS PAUSE**  
ENJOY A MAGAZINE MOMENT

To find out more about Press Pause, visit;  
**[pauseyourday.co.uk](http://pauseyourday.co.uk)**





WHAT WILL HAPPEN

**AN AFFORDABLE SPORTS EV**

If battery-powered supercars had their moment last year, hopefully this year's motor shows will be filled with more attainable sporty EVs. A two-seat, rear-driven electric roadster with 200 miles of range and a sub-£50k asking price could be a winner, and there are plenty of contenders for who will be first out of the gate. Nissan is open to electrifying a successor to its 370Z, while Mazda has hinted at doing the same for the MX-5. Maybe Toyota could call on BMW again to resurrect the MR2, using an i3s powertrain. Just a thought...

## USING REAL LEATHER IN CAR INTERIORS WILL BECOME AKIN TO WEARING FUR

Here's a theory to get the brain cells bubbling: what if in-car leather trim became as toxic a symbol of don't-give-a-damn, animal-hating indulgence to wider society as wearing fur already is?

If you're old enough, you'll recall how wearing a fur went from an accepted expression of sophistication and opulence to a cruel and wholly unacceptable accessory in a very short period of time back in the 1980s.

Why, then, have so few people so far been moved by the use of vast swathes of cow skin bedecking their car interiors?

Attitudes have started to change (thank you, Land Rover, with its Kvadrat fabric

options, which kick-started the movement) and we believe momentum will gather as car makers, especially premium ones, increasingly move to develop their brands and products to fit in with a world view that is increasingly socially aware and environmentally led.



WHAT WILL HAPPEN



WHAT TO DO

**BUY A BANGLE-ERA BMW**

'Controversial' barely describes BMW's latest styling direction. But will they age gracefully like the Chris Bangle-era cars? Widely panned at launch, many of his designs – the original Z4, the 2003 6 Series, even the E92 3 Series Coupé – are now highly regarded by many.

WHAT TO DO

**BOOK A CHANNEL TUNNEL TICKET**

Drive out of the Channel Tunnel in Calais and you could theoretically not stop until Russia's Pacific Coast. That's extreme, but France, Spain, Italy and so many more great holiday destinations are just a road trip away. Give it a go this summer: you'll enjoy the journey as much as the destination.

## THE RISE OF THE ELECTRIC HOT HATCH

The Mini Electric looks primed to force the rest of the industry to inject a bit more fun into its compact electric cars. It will add instant torque to the well-established Mini handling formula, quickly making it one of the more entertaining EVs at the affordable end of the price spectrum. The ID 3, Volkswagen's first ground-up electric car, will be even more influential, with its rear-driven powertrain that promises greater driver engagement – and other car makers' response to this pair could spark a new performance race.

The reaction we're hoping for? Add more

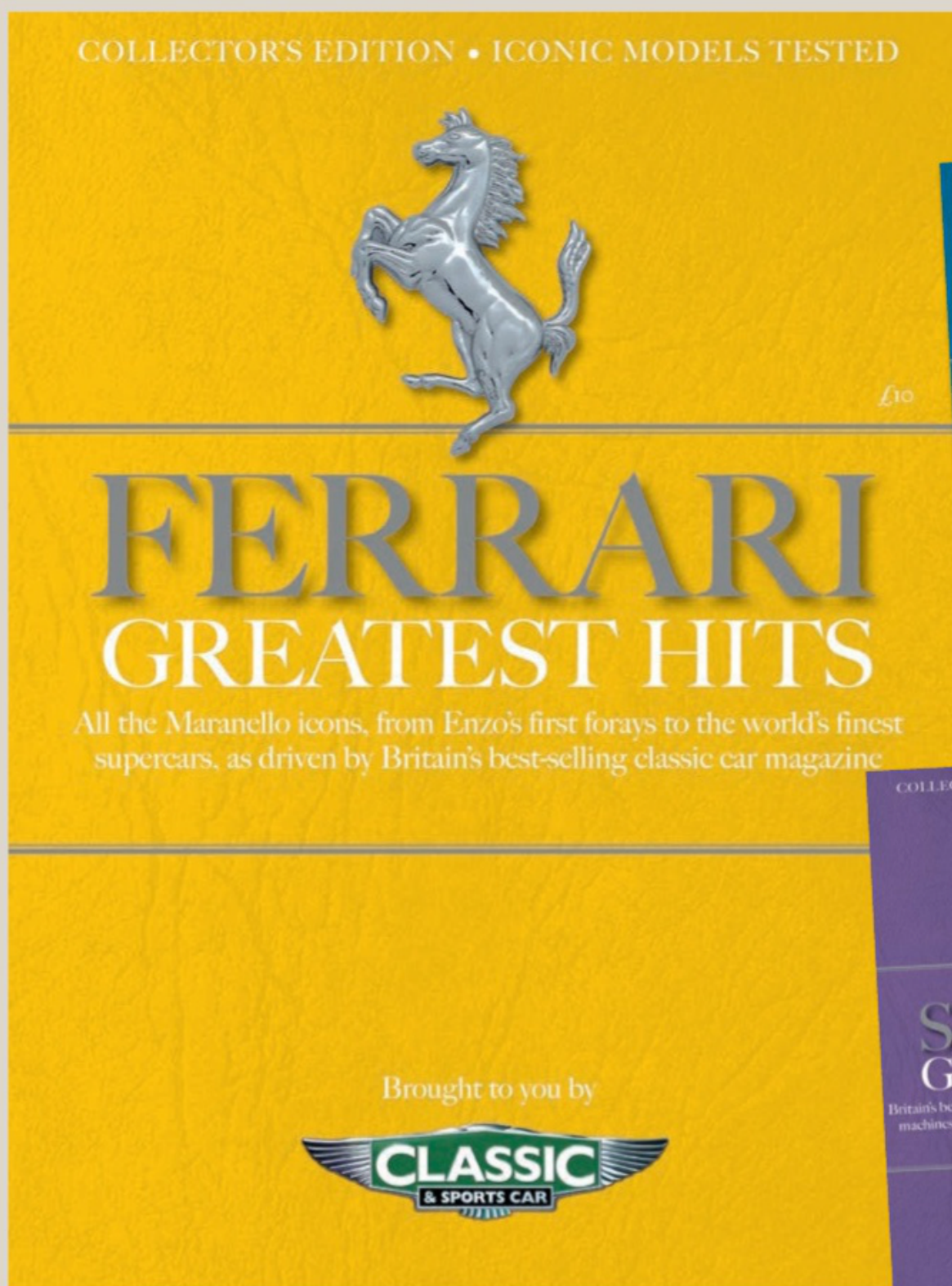
power. A good starting point would be 250bhp, with plenty of scope to go higher and compete with the current crop of petrol-powered hyper-hatches. Even if it came at the expense of range, being able to demolish performance cars at traffic lights would more than make up for it.

Right now, no electric hatchback has a true performance version, but the major players all have prior form. Peugeot has GTI, Vauxhall has VXR, Hyundai has its N division. Volkswagen adding a second driven axle to create the ID 3 R seems like an inevitability, too.



WHAT WILL HAPPEN





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# CARLOS TAVARES WILL WORK HIS MAGIC ON ALFA

If proof were needed that PSA Group boss Carlos Tavares can work miracles (along with imposing harsh cost-cutting measures), one only needs to look at Vauxhall. Just six months after the GM-owned brand was acquired by PSA, Vauxhall made a profit for the first time in two decades. There are high hopes, then, for PSA's freshly minted deal with Fiat Chrysler Automobiles. The merger of the two manufacturers will create the fourth-largest car company in the world.

The new entity will be led by Tavares, and his ability to save flailing brands could be exactly what FCA's European-focused brands need. Maserati has long intended – but failed – to be an Italian equivalent to the very profitable Porsche. It is currently undergoing a €5 billion (£4.3bn) electrification programme and will

launch a new sports car with both electric and combustion engines this year. Meanwhile, Alfa Romeo, despite its loved badge and positive reactions to the Stelvio and Giulia, has been in the doldrums, unable to maximise on its brand appeal or compete with its German rivals.

PSA has described both Maserati and Alfa Romeo as having “substantial development potential”, which leaves us feeling optimistic that Tavares can work his magic.

European car brands aside (and not forgetting Fiat, which desperately needs to pull some tricks out the bag too), the major strength of this merger is in SUVs and vans – the two most profitable segments right now. The union will also give PSA a massive leg-up in the US, where it has, as yet, failed to capitalise on the world's second-biggest car market.



WHAT WILL HAPPEN

## SHOP ABROAD FOR A CAR

The great thing about buying a car abroad is that you have to go there to look at it, which is a wonderfully sellable proposition to your other half. Not only that, but you also get to meet interesting people and their vehicles. Car enthusiasts are pretty much the same the world over, even if there is a language barrier. You will also have access to something you may not have seen before in the UK. If you can organise collection and drive it back yourself, it's a wonderful road trip you'll remember for the rest of your life.

WHAT TO DO



## VISIT THE ZEITHAUS (AND ENJOY SOME CURRYWURST)

The ZeitHaus design museum is at the heart of Volkswagen's Autostadt 'theme park' – but you'll find more than the firm's machines inside. It's a lovingly curated collection of historic, significant, unusual and interesting cars from more than 65 brands, all in immaculate condition. It's worth a road trip to Wolfsburg. And while you're there, why not stop in one of the Autostadt restaurants and enjoy some authentic Volkswagen currywurst? Note: a vegan version is available.



## I'M LOOKING FORWARD TO...

It's the comparison tests that I'm looking forward to most in 2020. The year won't be complete if I don't know how a new Land Rover Defender gets on against a Mercedes G-Wagen and a Jeep Wrangler; whether I prefer a Porsche Taycan or Polestar 1; and what happens when an Aston Martin Valkyrie meets a Mercedes-AMG One. We'll do well to make all three happen, but if we don't it won't be for the want of trying.

MATT SAUNDERS

## A CHINESE CAR FIRM WILL REACH EUROPE (MAYBE)

For all the announcements from Chinese car firms about launching into Europe, we've yet to see these grand plans come to fruition. That's due to change in 2020: brands including Aiyways, BAIC, Byton and Lynk&Co have all said they will launch here this year. Watch this space.

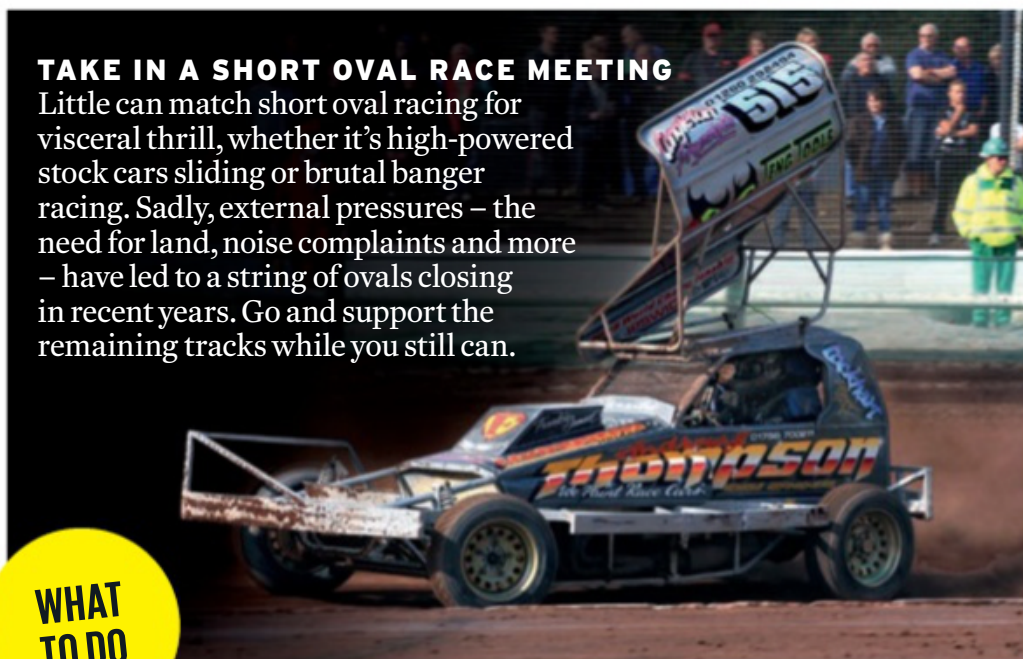
WHAT WILL HAPPEN



## TAKE IN A SHORT OVAL RACE MEETING

Little can match short oval racing for visceral thrill, whether it's high-powered stock cars sliding or brutal banger racing. Sadly, external pressures – the need for land, noise complaints and more – have led to a string of ovals closing in recent years. Go and support the remaining tracks while you still can.

WHAT TO DO



WHAT TO DO





### SET YOUR ALARM FOR AN EARLY DRIVE

Don't let congestion and tailbacks spoil a weekend B-road blast. Set an extra-early wake-up call and you can get a head start on the traffic while everyone else is still in bed. With a bit of forward planning, you'll make it to your favourite driving road just as the sun is beginning to rise. Leaving the house in the cold and dark will be worth the effort when it's just you, your car and a clear stretch of Tarmac.

WHAT  
TO DO



## REFLECTING ON WHETHER WE'VE REACHED 'PEAK CAR'



There was a time when you'd struggle to sum up the launch of a new generation of car without describing it as being 'better in every way'. That's what five years and a few billion spent on R&D tended to achieve. These days? Not so much. Thanks largely to ever-tightening safety and emissions regulations, we've largely said goodbye to everything from steering feel and performance-optimised gearshifts to high-revving V10s. For the enthusiast, it's possible that progress is – temporarily, we hope – coming at a price.

WHAT  
WILL  
HAPPEN

### ROADS WILL KEEP GETTING BUSIER

Traffic is getting worse. Whether it's in towns, on motorways or on trunk roads, we're all spending more time going nowhere. There are three million more vehicles now than in 2014, as the total gets ever closer to 40 million. And you've all noticed the extra roads built to support them, right? Erm...

WHAT  
WILL  
HAPPEN



WHAT  
WILL  
HAPPEN



## ASTON MARTIN DBX WILL BE A HUGE SUCCESS

Let's make no bones about it: Aston Martin is struggling. Slipping share values and cooler than expected demand for its cars meant 2019 was almost a year to forget. Almost, but not quite, because it also gave us a first glimpse of its long-awaited DBX SUV, the car that will start to reverse the company's decline.

Why? Well, the obvious point is that it's an SUV, and a premium one at that. Despite ever-louder calls for reduced emissions and greater social responsibility, the inexorable rise of the off-roader shows no signs of slowing. Then there's the way the DBX looks, which is really rather good, both inside and out.

Yet perhaps most controversially the DBX will flourish because it'll be a blast to drive: there's that glorious AMG engine, decent visibility that allows you to easily place the car's extremities, four-wheel drive and a Matt Becker-honed chassis. It'll also be the fastest Aston point to point on give-and-take roads. Crucially, its

practicality and comfort will allow you to use it all day every day, not just high days and holidays.

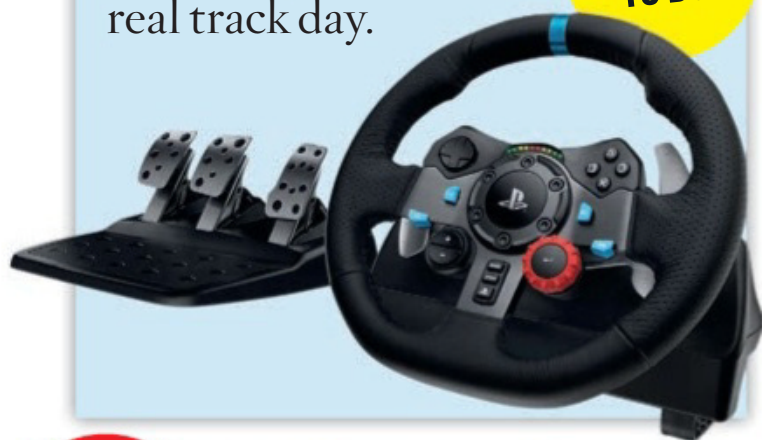
No, SUVs are not the answer, but the talented and handsome DBX will still out-sell all of Aston's other models combined, and the revenue generated will be poured into the cars we really, really want.



### UPGRADE YOUR RACING SIM

Racing simulators are constantly improving, but play with an Xbox or PS4 controller and you're only halfway there. Invest in a steering wheel and pedals for a more true-to-life experience – and one that's cheaper than a real track day.

WHAT TO DO



## FORD'S MUSTANG MACH-E WILL BE A VERY GOOD EV – BUT MUSTANG FANS WILL STILL GRUMBLE

The Ford Mustang Mach-E's name has caused a bit of a stir: fans of the Mustang muscle car have started petitions in a bid to get the firm to change it. They may be disappointed

by the Mach-E, but we reckon those seeking a good electric SUV won't be: early indications suggest it's likely to be a credible contender in its class. We're also intrigued by the

prospect of the GT version, which promises to bring a genuine performance edge. It won't appease a minority of Mustang fans, but it should show Ford can do electric right.

WHAT WILL HAPPEN



WHAT WILL HAPPEN



### CO<sub>2</sub>-NEUTRAL PRODUCTION WILL TURN SUSTAINABILITY INTO A BUZZWORD

Car companies with the most advanced EV programmes have already realised that having a cutting-edge zero-emission car isn't enough. The climate crisis is impacting on every level so, in response, car makers are announcing everything from CO<sub>2</sub>-neutral manufacturing processes, massive emissions offsetting programmes and – in the case of Bentley – some bee hives at the factory. Deep-rooted change or symbolic gestures, the direction of travel is clear.

### GET A DRIVE-THRU AT MOLLIE'S DINER

The classic American diner comes to Oxfordshire in the form of Mollie's Diner, Motel and Drive-Thru. It's created by the Soho House Group, so expect it to become a destination for the in-crowd. With affordable rooms and proper American-inspired food, you could do worse than stop in on your next road trip.

WHAT TO DO



### RENT A MORGAN FOR A WEEKEND

You can go full-fat and head straight to the factory at Pickersleigh Lane, or you can scout out one of many independents offering such services, but if you love cars, you should find a way to experience a Morgan in some shape or form. Whether it's a 3 Wheeler or a Plus 8, and whether you view the shortcomings as compromises or character, there really is nothing that comes close for making the hairs on your neck stand on end.

WHAT TO DO



### GRAB A MK1 MX-5 WHILE THEY'RE STILL A BARGAIN

We've all heard tales of people who turned down the offer of a DB5 for a monkey or a 250 GTO as a swap for a packet of crisps, and now those cars are going through the auction houses for more than a small nation's GDP. So we feel we ought to warn you that this year might be your last chance to get your hands on the most charismatic version of Mazda's iconic roadster. You can still pick up a good one for less than £2000, but those prices can only go one way, and you'll soon be staring down the barrel of a £5k gun. Buy! Buy! Buy!

WHAT TO DO



### I'M LOOKING FORWARD TO...

Used car buying opportunities. You can already see them: 'Not ULEZ compliant hence...' Why not take advantage? The new world environmental order will be throwing up some great used car bargains.

JAMES RUPPERT



# CITY CARS WILL CONTINUE THEIR SLOW DEATH...

"If Europe is pursuing this legal target, there is no single business case for cars the size of the Up," says VW's marketing chief Jürgen Stackmann on the future of cheap-to-run, cheap-to-insure city cars.

The target to which he refers is the EU's plan to cut CO<sub>2</sub> from car makers to an average of 95g/km by

this year, then by a further 15% by 2025 and 37.5% by 2030. A €95 fine will be incurred for each g/km of CO<sub>2</sub> for each car sold over that limit.

So the only way to comply is to electrify the car, which is fine for bigger, heavier models as the increased cost is easier to absorb into the list price or the monthly

PCP payment. But there's no such chance with a car that has been designed to be as affordable and accessible as possible.

The result, then, is a system that favours two-tonne plug-in hybrid SUVs over small, light city cars.

As Stackmann says, there's no business case for car makers to

develop truly affordable new small cars, which, with CO<sub>2</sub> emissions typically around 100g/km and no non-electrified way of them going any lower, are sold on paper-thin margins anyway.

Worst of all, legislators have yet to cotton on to this error.

**WHAT WILL HAPPEN**



## ...SO BUY A CITY CAR

Why wouldn't you buy a city car? With their low weight, skinny tyres, manual gearboxes and eager naturally aspirated motors, they feature the key ingredients for fun. Factor in low prices and low running costs and you've got a car that speaks to head and heart. Saving the planet is merely a happy by-product.



## I'M LOOKING FORWARD TO...

There's something wonderfully familiar about the Volkswagen Golf. It's a flagstone of the industry and the acceptable face of familiarity and predictability, and this year, a new one reaches the UK. I would happily pledge to cover 25,000 fuss-free miles in one without even trying it first. It would be ideally suited to every journey, from a night at the opera to a trip to the tip. There's no other new car I would say that about.

**MARK TISHAW**

## ENTER A ROAD-CAR BASED AUTOSOLO

Motorsport has never been so simple – or so cheap. Contestants can only use forward gears (so not as confusing as an autotest), and must compete on a sealed surface (no paint-damaging gravel) in an area no bigger than 200m by 200m (Mensa-level brains aren't necessary). Participants must drive their car to and from the event. Entry is from £20 and any car is acceptable (but MX-5s and small hatches abound). It's a test of skill as well as speed.

**WHAT TO DO**

## COLLECT FUEL STATION LOYALTY POINTS

You're going there anyway, so why not join the local fuel station's reward scheme and see what you can save? Schemes like Shell's Go+ and BPme Rewards offer things like discounts on coffee when you're in store, or you can save points up to redeem them on Amazon giftcards, while Tesco's Clubcard and Sainsbury's Nectar can help you save money on your shopping. And we're not even on commission for this plug...

**WHAT TO DO**



**WHAT WILL HAPPEN**



## SOAK UP EVERY SECOND OF BLOODHOUND'S JOURNEY

There's something mesmerising about listening to Andy Green, Bloodhound's driver extraordinaire, explaining how he caught a slide at 600mph like you or I would talk about our day at work. But, let's not forget, last year's exploits, which peaked at 628mph, were just warm-up runs prior to the team strapping a rocket to its vehicle and chasing 1000mph this year. It's a barely comprehensible adventure playing out before our eyes and, just maybe, it might even be enough to get Green's pulse racing.



## DIESEL SALES WILL PLUMMET FURTHER

“Nobody’s listening,” says Peugeot boss Jean-Philippe Imparato whenever anyone tries to make the case for modern diesel engines. He’s right: to the end of October, diesel sales in the UK had dropped almost 30% year on year to make up less than a quarter of the total cars sold. Just five years ago it was more than 50%.

The reasons why are known: VW’s Dieselgate scandal has rolled into increased awareness of climate change and air quality, yet the distinction

between old diesel and new hasn’t been made clear.

A modern diesel has to meet the latest Euro 6 standards so it emits not

**WHAT WILL HAPPEN**



only less CO<sub>2</sub> than a modern petrol engine but in many cases also less NO<sub>x</sub> and fewer particulates. So in cleaning up air quality, modern diesels are part of the solution, not the problem, and they’re a world away from the dirty belchers on which legislators and mainstream media seem to be focusing when they’re trying to turn us off the fuel.

As we keep saying, diesels make most sense of all for anyone doing big miles. But, as Imparato says, nobody seems to be listening.

**WHAT WILL HAPPEN**



### BRISTOL'S DIESEL CAR BAN WILL FAIL

Bristol’s ban on privately owned diesel cars seems certain to fail in its current form, for two reasons. First, the idea of making an example of latest-spec diesels seems more spiteful than sensible, given that the newest engines are as clean as petrol and produce less CO<sub>2</sub>, and voters don’t appreciate spiteful law-makers. Second, the idea needs big government approval, which is unlikely to be forthcoming for fear that a variety of confusingly complex laws will grow up in our cities. We can see blanket charging or bans on old diesels, but this knee-jerk reaction to a word makes no sense at all.

### BUY SOMETHING MULTI-CYLINDER

The sad fact is that engines are getting smaller. Fewer cylinders, less character, more ordinariness. Future generations will be incredulous that we made V6s, V8s, V10s and V12s and all that interesting stuff. Even a straight six will be a rarity.

Buy now while stocks last and prices are low. Buy one for future generations to listen to and for you to enjoy. Jaguar, BMW, Mercedes, Audi, Subaru, Mazda... there’s a configuration with your name on it.

**WHAT TO DO**



### DETROIT WILL SHOWCASE THE FUTURE OF MOTOR SHOWS

Motor shows have been struggling for years as car firms find new ways to showcase their models and plans. Detroit’s solution is to move the event from January to June and turn it into a motoring festival: think Goodwood in Motown. If it works, expect others to try similar ideas.

**WHAT WILL HAPPEN**



### MAGAZINES WILL CONTINUE TO THRIVE - SO SUBSCRIBE TO AUTOCAR

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**WHAT TO DO**

**WHAT WILL HAPPEN**



## FERRARI REVEALS THE F8 SERIES WILL BE THE LAST PURE INTERNAL COMBUSTION MID-ENGINE V8 LINE

The clue is in the name: Tributo. When it comes to mid-engined V8 Fezzas powered by nothing more than petrol and oxygen, expect the F8 to represent the automotive equivalent of the opera singer with an appetite getting up to knock out her song. Yes, there will be an Aperta and a Pista,

but when the F8’s replacement is revealed, the V8 will be assisted by something electrical, just like the SF90 Stradale. So take some time to really savour this classic Ferrari recipe, because 2020 is likely to be the last time we’re offered the opportunity to appreciate it.





# HOW THE CAR GOT US HERE

A fascinating exhibition at London's Victoria and Albert Museum explores 150 years of the car and its influence on society. Steve Cropley takes a tour

PHOTOGRAPHY MAX EDLESTON





Exhibition runs until 19 April. Entry costs £18, under-11s free



Brendan Cormier is co-curator of the V&A's cars exhibition

If you're expecting the Victoria and Albert Museum's latest headline exhibition, *Cars: Accelerating the Modern World*, to take an affectionate stroll through the 150-year history and progress of a much-loved four-wheeled transport device, you'd be dead wrong. It's far better than that. It's much closer to the truth that this superb display – detailed enough to provide two to four hours' absorption for car lovers and neutrals alike – should be viewed as 'The car and its influence, without prejudice'.

Which, when you think about it, places it in a space nobody in recent memory has attempted to fill. We live nowadays either with stentorian condemnations of cars that ignore their role in enabling progress on many other fronts (and probably helped their critics get to work that morning) or uncritical descriptions of enticing products, designed mostly to keep the wheels of commerce turning. Balance, away from these pages, is distinctly lacking.

Co-curators Brendan Cormier and Lizzie Bisley define their exhibition's core purpose perfectly in the second sentence of an accompanying 220-page book you'd be crazy not to buy for £30 once you've seen the exhibition. The car, they say, has "stood for the possibility of a new way of living, while also being an active agent in shaping the systems, structures and images that have defined the modern world". And the exhibition goes on to prove it.

At Autocar, we already knew this was going to be an important V&A event, having previously attended a preview by Cormier, appropriately staged in the car-conscious Michelin Building just a few hundred yards from the great museum, in London's South Kensington. Then, a day or two before the exhibition proper was to be declared open, we met Cormier again for an exclusive

tour, during which he expanded on its thought-provoking aims and fascinating contents. "We have only 15 cars on display," he explained, managing my expectations as we descended the imposing staircase into V&A's basement gallery, "but we think they're the right ones..."

The exhibition is arranged into three sections – Going Fast, Making More and Shaping Space – each of which encompasses appropriate smaller subjects that you encounter as you walk. The first object you see is one of General Motors' enormously influential 1950s Firebird concept cars – a kind of jet fighter on wheels – that brought the dreams of science fiction to the simple optimistic post-WW2 era, especially in the US. Cormier calls this a kind of palate cleanser for people arriving at the exhibition, as well as a graphic illustration of how society began using cars to think about a post-war world.

Very soon after the car was invented, the exhibition suggests, it began to affect many other modes of modern life. Bertha Benz, driving her husband's first production car (an 1894 Benz is displayed), showed that cars could take journeys. That required roads and refuelling facilities. And maps and fuel supplies and suitable clothing. Soon, authors, dreamers and city planners began to see how cars could change city design. John Douglas-Scott-Montagu, the current

Lord Montagu's grandfather, was a great car proponent who championed the idea of car-only motorways 40 years before the first one opened. →

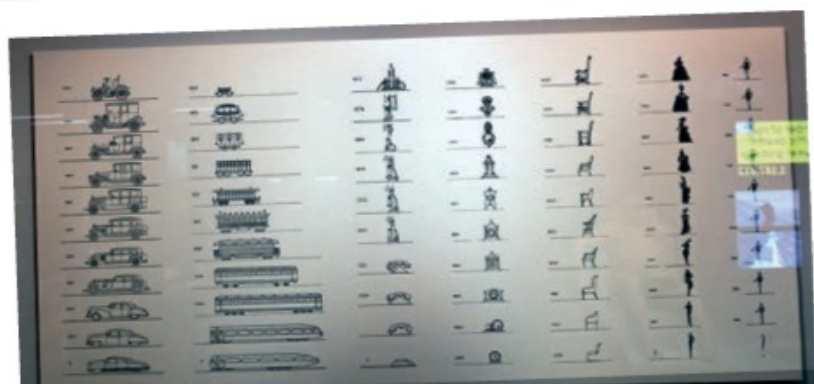
Heavily customised Chevy Impala lowrider shows off the exuberance of the 1960s and how car colour patterns and textures came to match and set fashion trends. Its underside is painted in the same detail as the upper body.



Mustang, Benz and Firebird concept show the variety







Context is everything: car development gets a widescreen view



Streamlining didn't just influence car shapes

Illustrations of his ideas are shown.

Racing propelled car development at places like Brooklands (opened 1907), which became both a society spot for modern-minded people and a place where women raced men – “a break with societal norms”, as Cormier puts it. Such things influenced wider society.

The pursuit of speed also brought the rapid rise of streamlining: the V&A shows illustrations of Belgian Camille Jenatton in his pioneering bullet-shaped La Jamais Contente (“The never satisfied”) that did 60mph in 1899, plus among other vehicles a full-sized super-streamlined Czech-designed Tatra of the late 1930s. Streamlined shapes pervaded many other design forms: Cormier points to an especially fine-looking 1944 meat slicer whose shape clearly embodies the design values of racing cars and high-performance aircraft.

At first, it was inadequately recognised that speed brought danger. From detailing the world's first road fatality, the exhibition takes you through the era of post-war excess and into the ebullient American muscle car era (typified by a full-sized Mustang on display). From there, we pitch headlong into the huge influence of young safety campaigner Ralph Nader, whose work to highlight accident-prone designs led to the demise of what he cogently argued were unbalanced, inadequately suspended rear-engined cars like the Volkswagen Beetle and Chevrolet Corvair.

“For over half a century the automobile has brought death, injury and the most inestimable sorrow and deprivation to millions of people,” he wrote in his 1965 book *Unsafe at Any Speed*. That initiated an urgent, accelerating era of safety in design that continues to this day and has brought huge benefits. In 1967, UK road casualties amounted to 7985. By 2016, that had fallen to a (still unacceptable) 1792 and most of today's car makers talk of a zero-accidents ambition.

Meet Graham, a dummy made by Australian safety authorities to imagine how a human would evolve to survive car crashes. No neck means no whiplash; enlarged skull protects brain; numerous nipples act like an airbag.



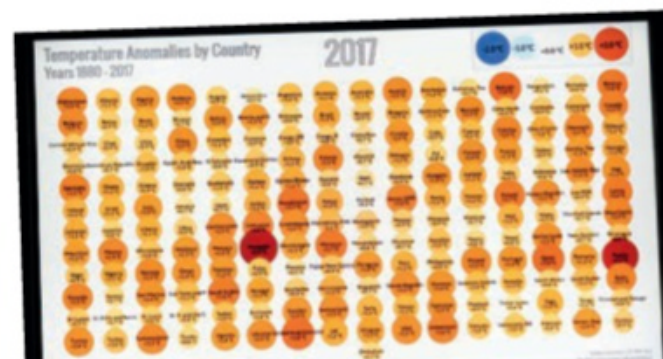
“Ford's principle of the moving production line was taken from an abattoir”



Number of barrels of oil left in the world

1,525,963,279,465

Exhibition shows a real-time (falling) figure



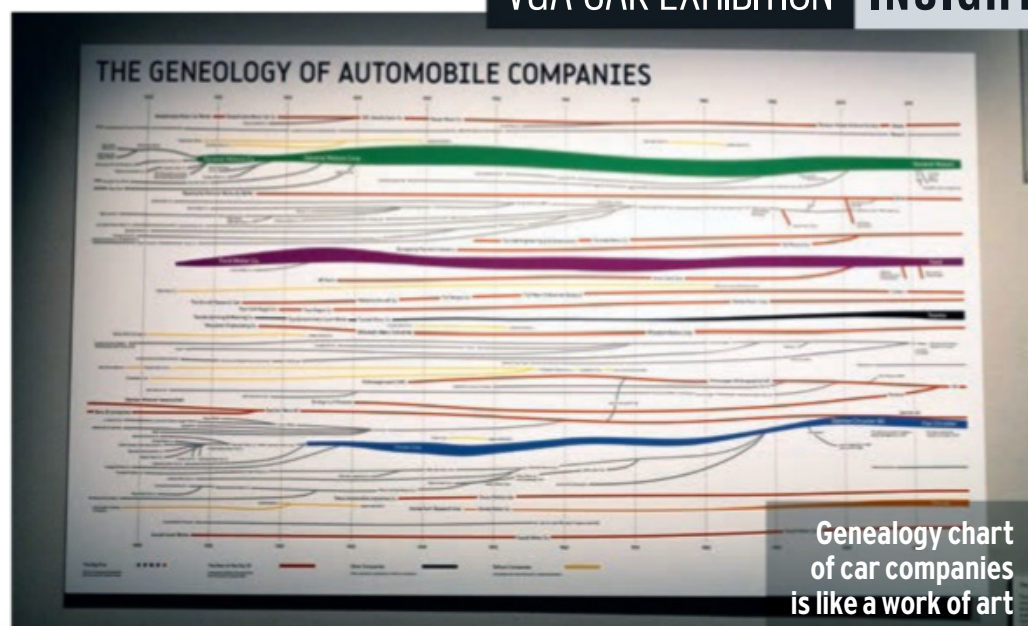
Consequences of burning fossil fuel aren't ignored





Obvious, powerful indicator of how times have changed: Esso poster boasts that a day's supply of oil could heat and melt seven million tons of glacier, exactly the message no energy company would want you to read today.

Some rear-engined cars have been more popular than others



Genealogy chart of car companies is like a work of art



The exhibition's Making More section covers not just the exponential early-1900s build-up in car production but also oil production and mining for materials. It begins, perhaps inevitably, with a real, live Ford Model T in black. But this one has a side of pork suspended over it in recognition of the fact that Ford's principle of the moving production line was borrowed from an abattoir.


The 1909 Model T was Ford's third or fourth attempt to make a profitable car, but its success was extraordinary. At times during its 18-year life, more than two million cars were manufactured in a single year, a figure that outshines most modern operations. At one stage, the car held 45.6% of the US market and the story was similar in the UK, where production began at Trafford Park, Manchester, in 1911.

The rise of car production and how the same principles came to be applied to other industrial processes – furniture and clothing manufacture and even the advent of prefabricated buildings – are lovingly discussed in the exhibition, as are the ways mass manufacture led to labour organisation and some celebrated union disputes. We also learn how fashion informed car design with new techniques, colours and textures, and how model variety (distinctly lacking with the Model T) widened and deepened the worldwide demand for cars.

In the third, Shaping Space section, one of the biggest fascinations is an emphasis placed on the rise of oil production: there's even a running

display showing, in real time, how many barrels of crude oil remain to be exploited. It's a big number, but falling. Another extraordinary exhibit – perhaps the most remarked upon of all – is an Esso-backed poster from 1962 cheerfully boasting that the company's refining arm, Humble Oil, "supplies enough energy to melt seven million tons of glacier" every day. It may be the museum's most graphic indicator that times have changed...

The exhibition flows on, revealing how cars inspired wonders of art like the Diego Rivera murals in central Detroit and wonders of architecture like Fiat's Lingotto factory, the one seen in *The Italian Job* with a banked test track on its roof for cars built down below. It is a fascinating and challenging display whose sheer depth of information will surprise everyone, whether they think they know about cars or not.

Most gratifying of all is the fact that there is nothing for the car lover to disagree with. Both the automobile's achievements and the unintended consequences that surround its creation and proliferation are treated with deep knowledge and sensitivity. I find it remarkable that Cormier "knew nothing about cars two years ago". Even the fact that the exhibition's 'supporting partner' is Bosch – a high-achieving company that greatly benefited from explosive car production but whose pioneering roles in creating ABS and ESP have saved many lives – seems entirely appropriate. Don't miss it. 



GM's Firebird 1jet concept shows post-WW2 sci-fi vision



# YOUR VIEWS

WRITE TO  
autocar@haymarket.com

## Give it six months

How long should safety-critical parts on a new car be usable before corrosion makes them unsafe? Would you believe just six short months? My Skoda Octavia Scout suffered such severe corrosion to all of its brake discs that it would have failed its first MOT after 20,000 miles.

When challenged, Skoda confirmed that only six months is its limit on warranty against corrosion for these parts. It says: "Customers who drive fairly infrequently may find corrosion a problem. Rear brakes are more susceptible as they're used for 20% of the vehicle's braking – far less than the front brakes. Corrosion can also be accelerated by grit salt on the roads in winter."

In just six months! Surely the days of corroding car parts should be long over. Obviously over time it is bound to happen, but manufacturers must design and warrant these for a reasonable length of time.

Cars should be fit to survive in UK road conditions.

**John Loader**  
Leyburn, Yorkshire

## Oil have the diesel, thanks

The Under the Skin item by Jesse Crosse on diesel versus petrol engines (11/18 December) was excellent. One factor that is often overlooked is longevity of the diesel engine. Petrol is a solvent and each time a petrol engine is started it washes the engine oil off the cylinder bores. Diesel, being an oil, doesn't have this effect.

I might be missing something, but I cannot understand why car manufacturers do not promote diesel/plug-in hybrids as opposed to petrol/plug-in hybrids.

**David W B Morgan**  
Via email

## Widen our remit

How is it that something so succinctly explained by Jesse Crosse in a short article (Under the Skin, 11/18 December) appears to have



David and Martin still back the diesel



## Love the ones you're with

I am the owner of both a 2016 Discovery 4 and a 2014 Aston Martin Vantage and feel qualified to comment on the recent revelation that recent sales numbers of their replacements have not met expectations. Great vehicles they are both, so it must seem disappointing to their makers.

However, in my opinion, it's simply a case of a manufacturer attempting to move too fast too quickly and ignoring its existing customer base. Neither is a true replacement for its earlier namesake. The Disco 5 is simply too nice and too good, but this makes it too expensive to put the dogs and rubbish in! The Mk1 Vantage was always a standard 911 S competitor, but now it's simply too expensive and competes at a different level, in a segment I already have covered with my 991-generation 911 GT3 RS. I suspect most existing customers can afford to buy the replacements but have chosen not to, either holding on to their existing cars (that's me) or moving elsewhere.

Both Mini and Porsche seem to understand how to do this. If you abandon your existing customer base, then you need to be confident you can find new customers.

**Jonny Horsfield**  
London

eluded the understanding of so many legislators intent on banning diesel engines and throwing away recent advances?

Autocar is brilliant at explaining all things technical to its readership and providing a rational overview, but perhaps you could widen your remit to the benefit of many by placing this information in front of the few who make sweeping decisions.

Oh, and at this seemingly pivotal moment, perhaps he could also explain whatever is happening with bio-fuels, too.

**Martin Bloxham**  
Amersham, Buckinghamshire

## WIN

Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £48



**ValetPRO**  
PROFESSIONAL VALETING SUPPLIES

## Looks like a Fiesta

I find myself confused and then also amused that Formula 1 billionaire Lawrence Stroll is investing in Mk7.5 white Ford Fiestas (News, 11/18 December) with his plans to take a stake in Aston Martin.

Aston has been virtually copying my beloved Ford's grille design for what must be a decade now. I'm very sorry, Aston, but the DBX front on as seen in the picture looks nice but in my eyes could easily be a white ST.

They say imitation is the greatest form of flattery.

**Ben Marshall**  
Liversedge, West Yorkshire



Richard's 'cruise' over Chelsea Bridge

## A movie pendant writes

I've just read 'Our favourite car movies' (11/18 December). I'd be tempted to include Le Mans '66/Ford vs Ferrari, although there were a few 'magic extra-power gearchanges' in it. However, Matt Saunders' choice was also high on my list. But shock horror! He referenced the opening scene from Cannonball Run 2! He should be punished by having to watch the Italians destroy Charlie Croker's DB4 over and over again.

Pedantic car trivia gods are now appeased...

**Mike Corbett**  
Via email

## In support of recycling

I write in support of John Penfound's letter regarding the recycling of cars (Your Views, 11/18 December).

About 10 years or so ago, when the anti-4x4 backlash began, there was a report/survey on the most eco-friendly 'cradle to grave' cars in the world. And the winner was... the Jeep Wrangler. Why? Because unlike other manufacturers, Jeep didn't spend tens of millions redeveloping the car, with all the damage that causes to the world. The Honda CR-V was circa number 18 on this report.

## WLTP tests throw up odd numbers, says Dave





In this vein, I recall your magazine a couple of years ago saying the Toyota Prius was the world's biggest user of the world's two most precious metals. I was also wondering if there was an update on the clever chaps at Loughborough University who had invented their device to make diesel as clean as petrol, which you highlighted a year or so ago.

And finally, one of your readers recently made an issue of all the tech now available in cars that was pointless. I'd love to know how BMW thinks it is progress to have to take your phone out, hit the on button and find the app so you can stick it up against the door handle to open it.

I think I will stick to blipping the fob from 20 feet.

**David Clarke**  
Via email

#### Take it to the (right) bridge

The David Brown Mini in the picture on p117 of your 11/18 December issue is, of course, crossing the very pretty Albert Bridge. Chelsea Bridge is the next bridge along and is host to 'the cruise' (see photo, left).

**Richard Carden**  
London

#### Real world. Really?

In your 11/18 December issue, you state that the WLTP cycle fuel consumption of the Mercedes GLE 350de Coupé is between 217.3mpg and 256.8mpg and go on to say that these are figures that you'll never replicate in real-world driving. Exactly how is this calculated? I thought that WLTP figures were supposed to be more realistic than NEDC figures and would represent real-world driving? Clearly for PHEV vehicles, this is not the case.

**Dave Thomas**  
Via email

*WLTP testing has effectively doubled the cycle distance over which cars are tested and made the speeds at which they're tested more varied; so it is fair to say it's a more realistic test. But it's still only done over 23km, which is why PHEVs (often with battery ranges exceeding that) tend to post such eyebrow-raising results – MS*



GREAT REASONS TO BUY

# NEXT WEEK'S ISSUE

ON SALE 15 JANUARY



## Aston Martin DBX – the first test

The word 'crucial' is attached to every mention of the DBX, given how high the stakes are for the company. Now, we drive it for the first time



## MG in the UK

Steve Cropley finds out how the MG of 2020 has changed



## Ford Puma

The Puma is back – but this time as an SUV. We rate it

EVERY WEEK



## Hyundai i10

If the city car is dying, no one told Hyundai, as this all-new i10 shows



## BMW 330d Touring

Why this potent diesel estate is one of the world's greatest all rounders



## MG ZR

MG turned the Rover 25 into a hot hatch. Here's how to find a good one

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# OUR CARS

## FEATURED THIS WEEK



CITROEN BERLINGO



JAGUAR I-PACE



MAZDA 3



MERCEDES-BENZ E300de



RENAULT MEGANE RS



TOYOTA COROLLA



## RENAULT MEGANE RS

Did it slot into everyday life seamlessly yet deliver B-road fun? Here's our final verdict

### FINAL REPORT

MILEAGE 6189

#### WHY WE RAN IT

To see if everyday use would prove that Renault's cheapest Mégane RS is a credible Volkswagen Golf GTI rival

**I**f there's ever a good time to wave goodbye to a well-worn and thoroughly well-exercised hot hatchback like our Renault Mégane RS, it's probably here and now. January's pretty cruel on any fast front-driver, let alone one that's had most of the tread happily scrubbed from its front tyres. Thankfully, it's not at all hard to remember happier, warmer times in it.

Our 5500-mile ownership experiment with Renault's current hot Mégane is at an end and it

certainly feels like a great shame for more than the obvious reason: because, as much as we've learned and enjoyed since August, there would be more still to come with a fresh set of tyres and a tilt at running this car up to its first annual service. Sadly, the Autocar road test desk doesn't decide these things; and so, having visited Santa Pod, Brands Hatch and Anglesey Circuit in it, and pounded a whole heap of the UK motorway network, its time has come.

If we did complete a full year in the car, though, I'd wager it'd be going just as strong when we finally called time as it is now. Say what you like about Renaults – and we all know what's said – unlike other current Méganes that have been the subject of correspondence with Autocar

these past few months, ours has negotiated its long-term test without a single fault, glitch or hiccup.

It has often been depended on for long early morning and late evening commutes and, in coming to slip into a surprisingly comfortable and pretty unobtrusive groove on them, has shown that the current Mégane RS can certainly approach Golf GTI-rivalling roundedness and usability in some ways.

If you get the suspension configuration right and learn how to set up its driving modes, the car rides with much more suppleness than on Renault Sport's Cup settings. I'll admit that I dreaded the prospect of the everyday use of a firmer-suspended Mégane RS initially, but the dynamic eventuality of ours has been perfectly pleasant. A Cup-

chassis car would certainly be better for track days, and I can think of a few hot hatchbacks with suspension better tuned for fast road driving. Even so, much as it's not a great recommendation by Renault Sport's own high standards, as a general dynamic compromise the standard Mégane RS Sport works well enough.

If I could report quite the same where the nitty-gritty of the car's layout and usability is concerned, perhaps we could think of this as a genuinely credible alternative to the Volkswagen for those motorway-pounding everyday drivers. Alas, until Renault can make a regular Mégane that's every bit as painstakingly thought out and easy to use as an equivalent mid-range Golf, that's unlikely to be possible.

It was run by our road testers and left a smile on their faces





Optional red paint and black wheels added to its striking appearance



It was always fun on roads that lead to a spot like this



Our car is the most attainable of the Mégane RS line-up

## None of these foibles stopped me from enjoying the Mégane RS on a great road

### SECOND OPINION



I've heard it said this latest incarnation of the RS Mégane doesn't feel as special, to sit in or to drive, as when these models were built at Renault's famous Dieppe plant, which is now dedicated to the Alpine A110. There's some truth to that, although this is still an arresting machine – instantly more memorable to look at and, ergonomics aside, be inside than the Volkswagen Golf GTI. **RL**

That much we could have said six months ago, I suppose. Still, everyday use has shone a light on the more glaring and serious irritations this car comes packaged with and shown us that at least some of the ones that seem important on first acquaintance needn't present a problem in the longer term. You learn, for example, that the daft little vroomy-engine-whooshy-noise that the car makes as a welcome jingle, as you settle into it, can be deactivated easily enough via the infotainment system.

You learn also that as much fun as the darty four-wheel steering and popping exhaust rasp might be on a

flit down an otherwise quiet B-road, the Mégane RS is a much more stable, linear and predictable car to drive and easier to live with if you dial back its steering and powertrain settings using the Perso driving mode. After a handful of trips using Sport and Race, I spent every other trip with it thus configured – and still enjoyed the vast majority of them.

Renault is known for putting switches and knobs in funny places. I got used to the Mégane's oddly placed cruise control switch, though, and its funny audio system remote located out of sight on the steering column. Neither bothers me any more.

The persistent bugbears turned out to be the offset driving position; the fact that the centre lines of the instrument binnacle and steering wheel don't quite line up; and the infuriating keyless locking system, which secures the car quite unnecessarily as you're walking around to fetch a bag from the passenger side. They sound like low-level foibles and they are. None stopped me from enjoying the Mégane RS on a great road. But you can't say they don't matter; and how many other European car makers would fail to get such things just right?

TEST DATA	
RENAULT MEGANE RS 280	
MILEAGE	
At the start	656
At the end	6189
PRICES	
List price new	£27,835
List price now	£27,995
Price as tested	£29,435
Dealer value now	£25,495
Private value now	£22,495
Trade value now	£20,495
OPTIONS	
Metallic paint (Flame Red) £650, Interlagos Black 19in alloy wheels £950	
FUEL CONSUMPTION AND RANGE	
Claimed economy	35.3mpg (WLTP)
Fuel tank	50 litres
Test average	32.7mpg
Test best	36.8mpg
Test worst	24.6mpg
Real-world range	360 miles
TECH HIGHLIGHTS	
0-62mph	5.8sec
Top speed	158mph
Engine	4 cyls, 1798cc, turbo, petrol
Max power	276bhp at 6000rpm
Max torque	288lb ft at 3200rpm
Transmission	6-spd manual
Boot	384-1247 litres
Wheels	8.5Jx19in, alloy
Tyres	245/35 R19
Kerb weight	1437kg
SERVICE AND RUNNING COSTS	
Contract hire rate	£307.63 pcm
CO <sub>2</sub>	181g/km
Service costs	None
Other costs	None
Fuel costs	£999.98
Running costs inc fuel	£999.98
Cost per mile	18 pence
Depreciation	£8940
Cost per mile inc dep'n	£1.80
Faults	None
PREVIOUS REPORTS	
21 Aug 2019, 28 Aug, 2 Oct, 16 Oct, 30 Oct, 13 Nov, 27 Nov, 2 Jan 2020	

Then again, how many others would be capable of making a hot hatchback that can entertain quite like this one when operating at its very best – and, what's more, at a sub-£30k price? Not many in my experience.

Even though it's far from the best Mégane RS I've driven, this car is proof to me that, struggle as Renault might to change its spots, a fast Mégane will always be a car for a committed petrolhead – and given Renault Sport's established strengths and parent Renault's acknowledged blindspots, so it should be.

My advice to them would therefore be to forget about the Golf GTI and stick to what RSs have always done best. With an engine overhaul and some careful chassis and steering retuning, this car could be as absorbing as any Mégane RS Renault has made – and there is still plenty of time to make good. All it will take is the will to reclaim a reputation for making the best hot hatchbacks in the world.

**MATT SAUNDERS**

OWN ONE? SHARE YOUR EXPERIENCE  
matt.saunders@haymarket.com

## LOVE IT



### RIDE AND HANDLING

Compelling handling agility mixed with decent ride sophistication make faster miles truly memorable.



### DRIVING MODES

Easy to toggle – and you can save your mix of personal preferences as 'Perso', which the car defaults to.

## LOATHE IT



### REAR SPACE

Back seats aren't that roomy so you have to trade front-row space even for kids in booster seats.



### ENGINE

Torquey and vocal, but doesn't have the range, response or character of a really great performance four-pot.



### ERGONOMIC LAYOUT

Got used to the little foibles, but not the annoyingly high offset pedals and offset instruments.



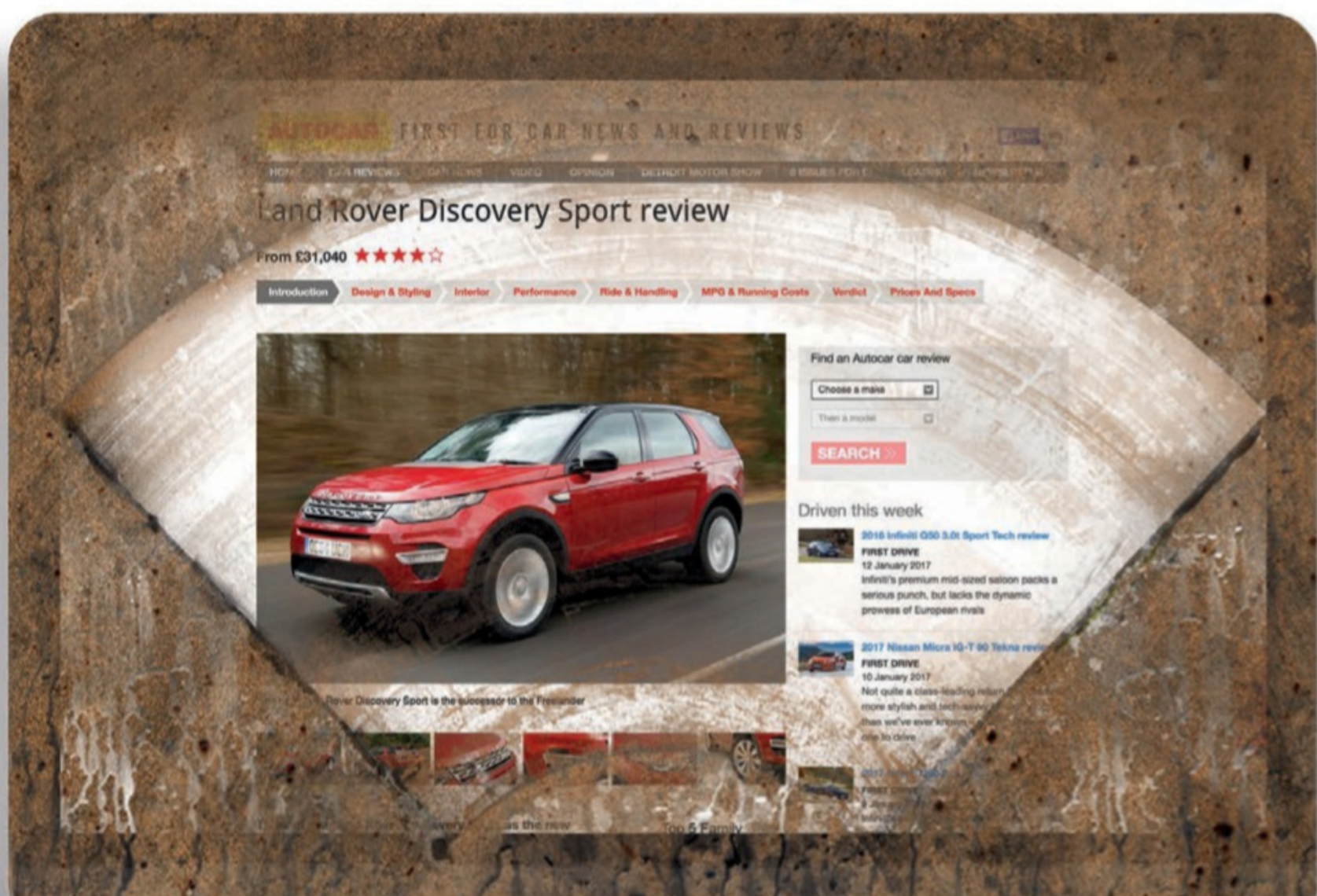
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# CITROËN BERLINGO

Citroën chose the options on our car but its keeper would make a few changes

**MILEAGE** 16,408

## WHY WE'RE RUNNING IT

To see if the funky van-based MPV can recapture the simplicity, practicality and flexibility of the original

**T**he Berlingo's odometer has flown up faster than any other long-term test car I've driven in recent memory, and not just because I've had a packed work diary.

I genuinely enjoy driving it and it's ideal for my particular kind of long weekends – ones that typically involve a tent, some mountain bikes or a set of hiking backpacks. It's no off-roader and our car doesn't even have the optional Grip Control electronic traction system for trickier terrain, but it rides muddy tracks brilliantly. The Ferrari 488 I followed through some of the Peak District's rougher roads didn't look like it was having nearly as much fun.

Admittedly, a recent two-up trip to Liverpool saw us abandon it at our Airbnb in favour of a train, although

## LOVE IT

### BUILD QUALITY

More than 15,000 miles down and not a single rattle or piece of squeaky trim to report. What was that about French quality control?

## LOATHE IT

### CABIN DEAD SPACE

The floating centre console leaves a void between the driver and the passenger that Citroën expects you to pay to fill with a storage bin.



**Modutop (above) has pros and cons. Headlight was realigned for free**

that's more because of atrocious traffic than the Citroën's ability in city centres. Physically, it's no larger than a typical family SUV and just as easy to position on the road.

It has also been rather kind to my wallet, indicating 45mpg on a cruise and needing only one 10-litre bottle of AdBlue (although I'm almost certainly due another very soon). There is an Eco mode but I rarely use it because the engine isn't that strong when fully loaded and I wouldn't want to artificially throttle it further.

There has been one trip to a Citroën dealer so far, to remedy a headlight that had somehow ended up pointing at the floor. It might have had something to do with the rather vigorous dips and bumps experienced on Wales's more rural roads as part of our Britain's Best Driver's Car feature (lesson learned: a Berlingo can't really keep up with a Bowler Bulldog) but the fix was done



quickly and for free. That aside, there haven't really been any faults at all.

Being told the date I would have to hand back the keys to Citroën was a real downer but it has got me thinking seriously about buying one myself when the time comes. While my mid-spec Flair largely hits the mark, there are a few things I'd change. The main one is the optional Modutop central overhead storage. I love the head-height storage it creates when you open the tailgate but it does eat into the maximum available space, which could be a problem if you want a Berlingo for its load-lugging abilities. And although all your passengers can get to it easily enough, the clear plastic means you can see everything you put in it, so it's hardly a way to de-clutter the cabin. What's more, it blocks the view through the sunroof.

I'd also ignore the wireless smartphone charging option. It's

very slow on the phones that various passengers have tried it with and their phones got alarmingly hot in the process. You have to plug in to USB to use Android Auto or Apple CarPlay anyway and there's a second USB port in the glovebox if your passenger needs to top up at the same time. Extra USBs in the rear or the boot would have been nice, but at least the 12V port lets you add a third-party adaptor to keep your gadgets juiced when pulling on your wellingtons or changing into a wetsuit. Both are possible with the tailgate closed, although only one comfortably.

The one thing I'd add? The raised centre console, which adds storage between the driver and passenger seats. There's nothing but dead space without it and it makes the Berlingo feel more like a van than a car to drive. I was surprised it's an optional extra but I understand why: it leaves leg room for the van version to fit three front seats. Considering Citroën is keen to pitch it as an SUV alternative, though, maybe this should come as standard and help disguise the Berlingo's van-based roots just a little better.

**LUC LACEY**

## TEST DATA

### CITROËN BERLINGO BLUEHDi 130 M FLAIR

Price new £24,950 Price as tested £26,545  
Faults None Expenses None  
Economy 45.1mpg Last seen 24.12.19

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LAMBO HURACAN EVO + £20K





# MAZDA 3

Our car has an uncanny knack of humiliating its driver

MILEAGE 4192

## WHY WE'RE RUNNING IT

To see if Mazda's bold claims about its revolutionary Skyactiv-X tech ring true

**H**aving now recovered from my learner driver stalling tendencies detailed in my last update (I haven't stalled the Mazda in weeks), I've now plumbed new depths of idiocy by managing to run the 3's battery flat not once but twice in the space of two weeks.

The first time I was confused. Walking towards the car on my way to work, I reached for the handle to activate keyless entry, but nothing happened. A tap of the button, not a sound. My first thought was a dead key battery or locking issue, so I prised out the physical, emergency lock key, which is surprisingly tricky to slot into the door and use.

On discovering that the interior lights didn't work, too, I realised exactly what had happened. After an apologetic 'I'll be late' message to the boss, I called Mazda assist, who arrived within the hour with some jump leads (I'd just moved house and left mine behind). It

## LOVE IT

### INFOTAINMENT

Touchscreens are so 2019 - a well-executed rotary click wheel like this is infinitely more intuitive when you're driving, and the menus are a doddle.

## LOATHE IT

### ENGINE NOISE

Pleasant at higher revs when you do want to hear it, but too gruff at lower revs when you don't. More sound deadening, please.



## Crisis key was called into action... twice

turned out I'd somehow nudged the light stalk switch from auto to sidelights when getting out the night before and not noticed.

Amazingly, I did it again not long after, but this time I was prepared with a portable jump starter. I was feeling particularly sheepish until my colleague informed me he'd done the same with the Mazda. I then learned from Twitter that a few others had had a similar experience with 3s on test. The culprit? Everyone agreed the 'lights on' buzzer was far too quiet to be noticed. Given how clever car systems are these days, it's amazing the car doesn't know the battery is running flat and kill the lights itself.

Anyway, with these episodes behind me, I'm settling quite comfortably into life with the svelte Mazda. Despite a layer of winter grime and a less than distinctive paint job, it still draws admiring glances, but it's the cabin that does it for me. I think it's a best-in-class combination of fit and finish, simplicity of operation and design nous. Cold weather has uncovered a couple of light rattles, but it's an early production model and I've driven far pricier stuff of late with worse interior noises.

Despite being full of praise for

its design, I can't help feeling a touch underwhelmed by the much-lauded Skyactiv-X motor. Economy hovering around the 43mpg mark is respectable but not exceptional given my motorway-heavy commute, but my issues are more with refinement. I love a good engine note as much as the rest, but the 2.0-litre unit's gruff tones between 2 and 4000rpm (ie where you spend most of your time) can grate on occasion, with a diesel-like knocking noise sometimes rearing its head on part-throttle.

I've also had a request from a reader to comment on the 3's torsion-beam rear-axle set-up, which he describes as "cheap and nasty" compared with the previous car's independent rear. It's a fair (if strong) point, but unfortunately it's increasingly becoming the norm: even Mercedes' A-Class comes so equipped in lesser specs, and Ford's latest Focus is (as of last year) torsion beam only on everything except the 2.0-litre diesels. They are not only cheaper to make but far more space efficient.

Is it a negative for the Mazda? Not according to our road test of this very car (6 November), which praised its handling and found minor fault with secondary ride comfort, likely due to the larger, 18in wheels.

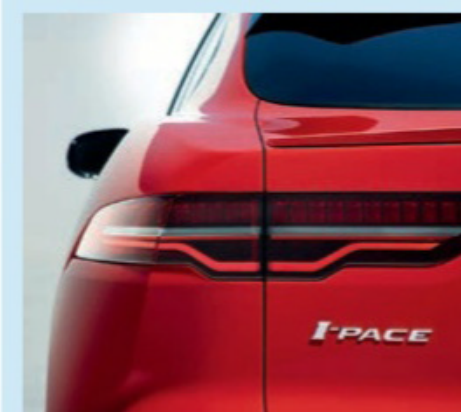
LAWRENCE ALLAN

## TEST DATA

### MAZDA 3 2.0 180PS GT SPORT

Price £26,675 Price as tested £27,545  
Faults None Expenses None  
Economy 42.8mpg Last seen 4.12.19

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lawrence.allan@haymarket.com



## Jaguar I-Pace

MILEAGE 8784 LAST SEEN 24.12.19

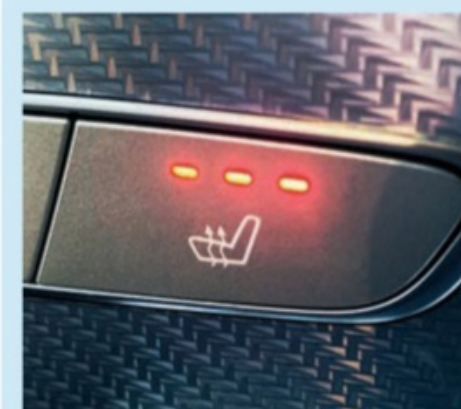
Odd-looking bloke on the pavement kept gesticulating to me while I waited at a stop light. I rolled the window down and he stuck his head in. "Red or orange?" he asked. To many, this might seem a question without context, but I was used to it. He was asking about our electric Jag's 'sudden' paint colour. It's officially called Photon Red and many people love it. Me too. **SC**



## Toyota Corolla

MILEAGE 5074 LAST SEEN 2.1.20

Winter weather is not a Corolla's friend. Cold morning starts are now commonly met with the gentle grumble of the petrol engine, rather than silent electric gliding - and the reversing camera can be rendered largely useless by even a bit of grime. Still, a gunked-up camera persuaded me to head to the car wash. The results (above) are worth it. **JA**



## Mercedes-Benz E300de

MILEAGE 9651 LAST SEEN 24.12.19

The best bum warmers I've encountered were in a Bentley Continental GTC. Those in the Benz are pretty good but sometimes stop working after a while. I've had this on other Mercs too. It's almost like they decide to shut down to prevent excessive irradiation of the nether regions. If so, I think that should be my choice, not theirs. **AF**



# USED CARS

What to buy, where to buy it and how much to pay

WHAT WE  
ALMOST  
BOUGHT  
THIS WEEK



## JAGUAR X-TYPE 3.0 V6 SE AWD

This old 2001-reg exec with, says the ad, "immaculate bodywork" has done 144,000 miles but is only £390. That's because it has no MOT ("it'll sail through a test") and no starter motor ("there's a new one on order"). Mmm... Still, get those jobs done and there could be some fun to be had with the old thing - at least for a few days.



# James Ruppert

THE HIGH PRIEST OF BANGERNOMICS



Z3s start at less than £1k. Top money for a Z3 M is £40k

## TIME TO CATCH SOME ZZZZ

BMW's Z3 is a sleeper, awaiting an era when it'll be sought after

I've been speaking to keen reader Steve and it does seem that my practical advice about how to go about selling your used car has gone down reasonably well. In this case, Steve needs to move on his very tidy BMW Z3. Inspired by that, here's a celebration of the rather excellent, overlooked and undervalued Z3.

It has had a pretty average press over the years. When it was new, some thought it looked like nothing more than a slightly more purposeful and less soft-soap-styled MG F. I don't think that's the case now. They look like fabulously heroic, long-bonneted roadsters and are great to drive as there is enough old BMW underneath to make them huge fun.

You can buy 'spares and repairs' and insurance write-off Z3s for hundreds, but the great news is that a grand will now get you a 1997 1.9 - full leather, two owners, loads of history and 148,000 miles. Or if you fancy a six-cylinder, I saw a 1999 one in a traditional silver finish and with just 117,000 miles. It was a dealer car with decent history. Both of these Z3s were just £995. I know everyone is constantly going on about bagging a Mazda MX-5 for fun and giggles, but I would argue that one of these pocket-sized BMWs would be even more characterful and interesting.

There are even tidier ones at £1750 or so but, at that point, maybe it is time to raise the engine game. Miss out the 2.2 and make the leap to a

2.8. This is a good juncture, should you need your memory jogging, to be reminded of the sheer wonder and magnificence of the chrome pack. On a dark metallic blue car, it really makes the body 'pop', as a young designer might say. So a 1999 Z3 with one of those wide-bodied, er, bodies, chrome, electric hood, air conditioning plus bills for recent work was just £2995 - and that looks cheap. A 2001 3.0 with a deeper front

spoiler and 93,000 miles that had been reduced in price to £5500 was another standout in the classifieds.

Long term, these are going to be highly sought after when all the real sports cars have died off. But then there are the Ms.

Those after a proper Motorsport variant get a rather pleasant surprise. A 1998 Z3 M 3.2 with 86,000 miles and a ton of history, which it would need with eight previous owners, was certainly tempting at £11,800. The going rate for the more cared-for examples is only £20k or so with 60k miles. Top money is about £40k.

Personally, I'd buy a coupé, which is why I won't mention those until I actually begin my own search for one to stick away in the garage. Meanwhile, buy yourself a Z3: they are brilliant.

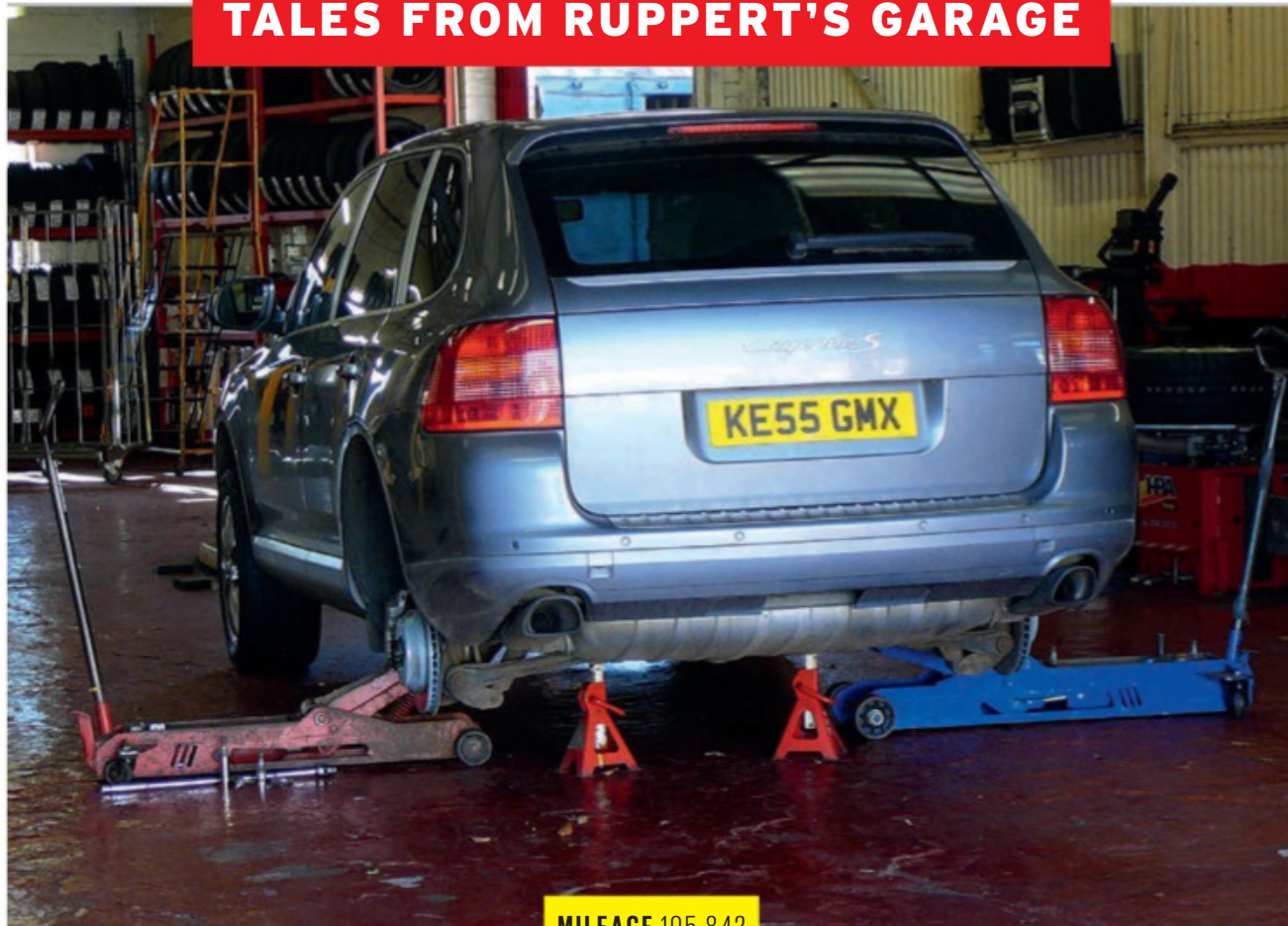
“  
They'll be in demand  
when real sports  
cars have died off  
”



M versions lay it on thick but even £1k Z3s have leather



## TALES FROM RUPPERT'S GARAGE



MILEAGE 105,842

## PORSCHE CAYENNE

Well, that wasn't good. The nail in the tread of the Cayenne's tyre wrote it off. Worse, the tyre specialist was not prepared to replace just the one because of what Porsche says. The fact that there was uneven wear across the tyres meant that it had to be an entire set or nothing.

I could have sorted out a new tyre and mixed it with the surviving 6mm and 8mm Falkens but, with a busy period coming up, I needed fresh rubber as fast as possible so in the end had the lot replaced.

## READER'S RIDE



## Volkswagen Polo

Roland has sent us a wonderful image of his fun hatch that's a rarity these days: "Here's my VW Polo 1.9 TDI 130 Sport, which I've run for 12 years - rare as rocking-horse droppings these days, as only about 267 were

originally registered. Goes like a train, with a six-speed 'box that sets it apart from an ordinary Sport. Splendid low-down torque and economy. The ride is choppy if tyre pressures aren't optimised at 2.3 front, 2.1 rear."

## READERS' QUESTIONS



### QUESTION

The PCP on my 2017 Mercedes-AMG E43 will end soon. I intend to replace it with an EV but the technology is still developing. Should I buy the Merc and keep it for three years in expectation of EVs being better by then?

Tony Arrowsmith, via email

### ANSWER

By 2023, the average EV range should be around 300 miles. So long as the charging network keeps pace with EV sales, it should be a good time to buy. By all means keep your E43, but doing so will only make the cost to change from it to the EV of your dreams greater still. Us? We'd go for a Tesla Model 3 now - a good car with an even better charging network. **JE**



### QUESTION

My Vauxhall Zafira 2.2 has a problem where from start-up it sounds like a diesel. It struggles to make any power then suddenly clears and is on its way. My Vauxhall dealer can't explain it. Can you?

Anne Taylor, Chislehurst

### ANSWER

Don't drive it another mile! This engine had a reputation for timing chain and tensioner problems, often caused by poor servicing. That said, the lubrication system and the quality of the tensioner may also be to blame. You're right about the diesel noise. It can go on for a few months until one day the tensioner gives out, the chain slips and valves and pistons shake hands, with expensive consequences. **JE**

SEND YOUR USED CAR TALES TO ✉ james@bangernomics.com AND READERS' QUESTIONS TO ✉ autocar@haymarket.com



AS GOOD AS NEW

# NISSAN LEAF

Popular family EV can be had for £4000. **John Evans** plugs in to the used market

**T**he Nissan Leaf was the first mainstream family-sized electric car to hit the UK when it was launched in 2011. Today, with over 25,000 Mk1 and Mk2 versions sold, it can also claim to be the first used EV to be available in significant numbers. In fact, one leading sales site lists more than 1000 of them, half being Mk1 models, the generation under review here and in production from 2011 to 2017. For a long time, and in common with most other electric cars, Leafs depreciated rapidly but values appear to have stabilised in recent months as demand for used EVs picks up.

The first Leafs were built in Japan and offered in just one trim. They weren't badly equipped, though, with a connected sat-nav, climate control and 16in alloy wheels all featuring. Today, prices for these few early cars start at around £4000. Reassuringly, a decent number have racked up high mileages. An ad for a 90,000-mile 2011-reg Leaf offers a window onto maintenance issues, with the seller revealing that their car has had new front lower arms, track rod ends and a wheel bearing. They also admit the car does only 55 miles in summer and 45 (or 42 with the heater on) in winter on a single charge.

'Battery owned' is an expression you'll encounter when browsing used Leafs. It means the battery is part of the deal and not something you have to lease separately, which you should avoid. In 2013, Nissan began making the Leaf in the UK. These slightly more efficient and better-built cars

feature over 100 detail changes, such as moving the battery charger from the boot to create more luggage space. They're available in three trims: Visia, Acenta and Tekna. Autocar noted the model's improved ride, handling and energy recovery system and favoured the Acenta or Tekna versions, with their more efficient heating system that contributed to a potential 90-mile range.

The next chapter in the Mk1's story came in 2016 with the launch of an optional 30kWh battery covered by an eight-year, 100,000-mile warranty. It gave a longer range (from around 90 miles to 120 miles in real-world use) but no additional performance and was available in

Acenta and Tekna trims only.

Today, thanks to its enhanced range and with the increased availability of public chargers, a 30kWh Leaf is a more practical proposition than it was just a few years ago.

A 2016-reg Acenta 30kWh with 60,000 miles is around £9000.

Options worth seeking out are the 7kW charger that boosts charging time at home and at public charge points. When inspecting a used Leaf, check its battery condition indicator is showing at least 10 of its 12 cells when charged. With nine showing, it might qualify for a free replacement battery.

Compared with today's new, longer-range EVs, a Mk1 Leaf looks uncompetitive, but taking into account its availability, reliability, practicality and sheer value for money, for light users it's a smart buy.

## TOP SPEC PICK

### LEAF 30KWH TEKNA

All the smart-charging and routing features of Acenta plus luxuries such as a Bose hi-fi, 17in alloys, LED headlights and (range-sapping) heating for the front and rear seats and mirrors.



All do well for kit but we'd choose Acenta or Tekna versions

## ESTATE CARS BEST LEASE DEALS



### AUDI A6 AVANT 45 TFSI SPORT S TRONIC QUATTRO

£2408 deposit, £401 per month, 48 months, 10,000 miles per year

The A6 Avant offers high levels of quality, technology and comfort, plus a range of efficient engines and lots of space for the family and their luggage.



### MERCEDES-BENZ E200 SE 9G-TRONIC

£2235 deposit, £372 per month, 48 months, 10,000 miles per year

More luggage space than in most rivals, a roomy rear cabin and an interior that's plush and sophisticated – no wonder the E-Class estate is a byword for smart load carrying. Specify air suspension for the best ride.



### VW GOLF 2.0 TSI 300 R 4MOTION DSG

£2535 deposit, £423 per month, 48 months, 10,000 miles per year

Who says estates have to be boring? Not VW. The Golf R combines the hatchback's polished refinement, strong performance and tenacious all-weather grip with a generous load space. It's a Q-car of real ability.



## NEED TO KNOW

- Fleet-oriented Flex versions have no standard-fit battery. It must be leased or you could ask the seller to settle the battery finance and include it with the car.
- Early Japanese-built versions have an unattractive pale interior that's hard to keep clean. UK-built cars from 2013 have darker, more practical trim.
- Make sure the car has its unique SD card because a replacement is hugely expensive.
- If you don't like paying main dealer rates, be aware that if you buy a Leaf, there are few garages outside of the dealer network that can service it.
- From 2013, all but entry-level Visia versions gained a more efficient heater that has less impact on the Leaf's winter range.
- Service intervals are every 18,000 miles.

## OUR PICK

### NISSAN LEAF 30KWH ACENTA

Go farther with this version thanks to its more efficient heater and larger battery. Acenta trim features a telematics system that provides eco routing and info on the nearest charging points.

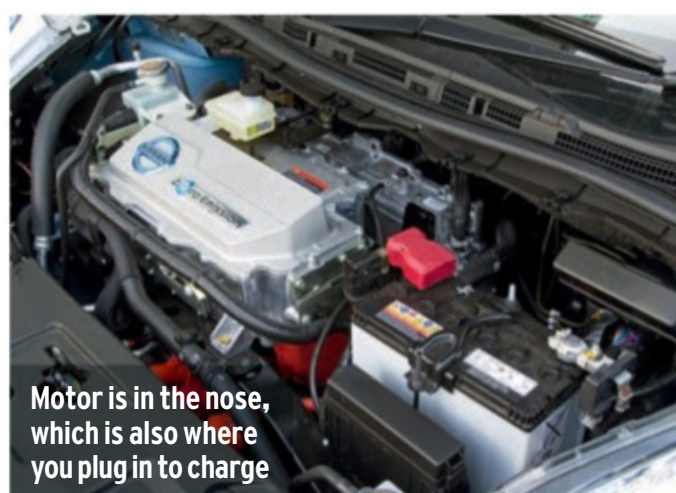
## WILD CARD

### NISSAN LEAF 24KWH VISIA

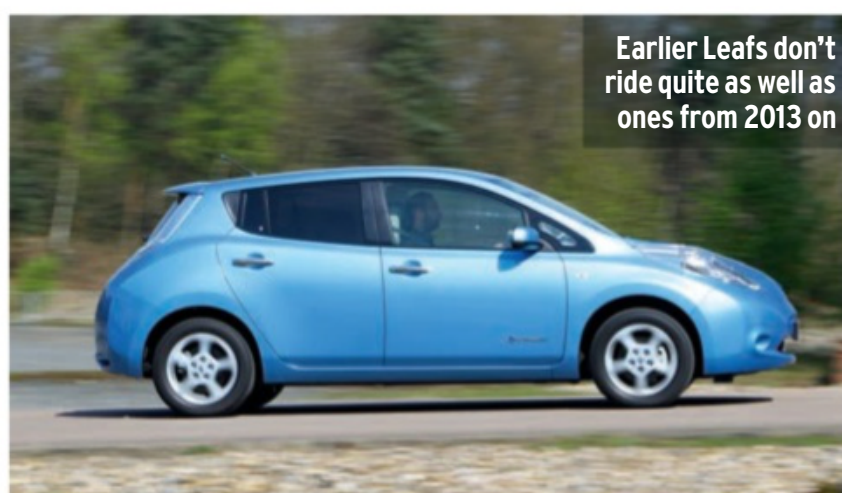
Perfect for the townie, owing to its shorter range, less efficient heater and absence of smart route planning, but it does have air-con and kerbing its steel wheels won't be a big deal.

## ONES WE FOUND

- 2011 Leaf 24kWh, 90,000 miles, £4180
- 2014 Leaf 24kWh Acenta, 50,000 miles, £7500
- 2016 Leaf 24kWh Acenta, 15,000 miles, £10,000
- 2017 Leaf 30kWh Tekna, 18,000 miles, £15,000



Motor is in the nose, which is also where you plug in to charge



Earlier Leafs don't ride quite as well as ones from 2013 on



### VOLVO V60 2.0 D3 150 MOMENTUM PLUS

£1848 deposit, £308 per month, 48 months, 10,000 miles per year

The V90 is Volvo's largest estate but the smaller V60 gets the nod here for being roomy and classy-feeling but even more comfortable and enjoyable to drive. The cherry on the top is its lower running costs.



### BMW 520i SE TOURING AUTO

£2049 deposit, £341 per month, 48 months, 10,000 miles per year

To the 5 Series saloon's high levels of comfort, refinement and driving dynamics, this estate adds excellent practicality in the shape of a generous load space and standard-fit self-levelling suspension.



### SKODA SUPERB 1.5 TSI SE TECHNOLOGY

£1532 deposit, £255 per month, 48 months, 10,000 miles per year

If there's a better all-round estate, we'd like to know about it. The Superb wagon blends huge load space, a comfortable and well-equipped cabin, low running costs and value for money in a class-leading package.



**BUY THEM  
BEFORE WE DO**



**BELTING  
RWD HOT  
HATCH**

## BMW M135i **£9995**

**A**n M135i for less than £10,000? Tempting, especially considering the 2012-reg car has done a reasonable 75,000 miles and has full BMW service history, faithfully recorded in its iDrive system. It's the rare manual version, by the way, and being the three-door, it looks sportier than the practical five-door version.

So it's all looking good, and in case you've forgotten, its 3.0-litre

straight six produces 315bhp and 332lb ft, enough to launch it from rest to 62mph in 4.6sec. Those rear tyres take a hammering, so the first thing to check is how much tread is left. In the wet, you might wish you were at the wheel of a four-wheel-drive Volkswagen Golf R. Otherwise, the rear-drive M135i is the car to have.

That being so, and rear rubber checked, we'd want to try it from cold to check how the coolant system

behaves and how stiff the gearchange feels. (It should free up as the 'box warms through.) If the service record is as good as it appears, the brake discs and pads should have plenty of life left. Don't just check the fronts. The rears, too, can wear badly from the stability control system braking the wheels during hard driving.

Next, we'd check that the front suspension is quiet and exhibits no looseness. On that point,

ball joint wear is not uncommon.

Body-wise, we'd make sure that the date stamped in the headlights corresponds with the car's registration year and, inside, that the head-up display and iControllers are free of glitches. Sourcing replacements can be a drawn-out affair because they're often uniquely coded to the car. If it all checks out, it could be a great new year buy.

**JOHN EVANS**



**GOOD  
SPEC, SOLID  
HISTORY**

### McLaren 12C **£68,995**

So, this private-sale 2011-reg 12C coupé with 33,000 miles or a McLaren Qualified 2012-reg with 12,000 for £84,850? The former is some saving and, as well as a full service history and a good spec, it has the balance of a McLaren warranty.



**PAY LESS  
TO GO  
FASTER**

### Vauxhall Astra GTC VXR **£9995**

Here's value: a 2014-reg GTC with 52,000 miles and full service history. "A very likeable car," said Autocar's testers, who gave it four stars. Keen grip and traction are its best features but it isn't the sharpest handler. Never mind: it's still a bargain.



**TIDY-  
LOOKING  
FAST FORD**

### Ford Fiesta XR2i **£5995**

"One lady owner!" exclaims the ad. Actually, that is worth crowing about given how popular the XR2i was with the reverse-cap brigade. Mk2 XR2s are becoming expensive, so a 1992 Mk3 XR2i like this with 65,000 miles and 14 service stamps is worth buying.



**WILD CARD**

### Singer Gazelle VI 1.7 **£4000**

One for this year's classic car shows, guaranteeing free entry and providing an excuse for a picnic. The Mk6 Gazelle was launched in 1965 and had an all-new engine with a stump-pulling 65bhp. Our find has done 61,000 miles and is in "fantastic condition".



## AUCTION WATCH



## PORSCHÉ 911 CARRERA 4

Every car has its cross to bear but the first-generation 996-series 911 has three of them: headlights that look like fried eggs, questionable reliability and a liquid-cooled engine where its predecessors had all been air cooled. All three go some way towards explaining why the model is a bit of a bargain, at least in 911 terms.

For example, this 94,000-mile, 1998-reg Carrera 4 coupé made just £9768 before the hammer fell. Interestingly, the headlights had been converted to hide the fried-egg look, a popular fix involving the fitment of body-coloured covers.

FUTURE CLASSIC



## Abarth Punto Evo 1.4 T-Jet Supersport Price £9775

If having a small band of loyal admirers is key to being a future classic, then the Abarth Punto may just be in with a chance. Not to be confused with the regular Fiat Punto, the Abarth Punto and the Evo Supersport in particular are entertaining and characterful cars. In the Evo Supersport, the 1.4-litre engine produces a brisk 178bhp, and Fiat's Torque Transfer Control system sharpens cornering to an enjoyable degree. Our find, one of just 199 Evo Supersports made, is a 2014-reg with 47,000 miles, one owner and full service history.

## CLASH OF THE CLASSIFIEDS

USED CAR DESK DOES BATTLE

BRIEF

Find me a plug-in petrol-electric car that's fun to drive for £15,000.



BMW 330e Sport £14,980



BMW i3 Range Extender £14,995

**MAX ADAMS** Plug-in hybrids are aimed at company car drivers for tax reasons, and what is the finest-handling executive car? Why, it's the BMW 3 Series. My 2016 electrified Three has 249bhp on tap and can hit 62mph from rest in 6.1sec. What have you gone for, Mr P?

**MARK PEARSON** I must admit I prefer petrol-electric hybrids when the petrol part acts solely as a back-up generator, as with this wonderfully modernist 2016 BMW i3 I've found. So your motoring is decidedly electric, and just as range anxiety starts to kick in, there's the motor acting as your saviour. Being purpose-built as an EV, the i3 looks whizz, unlike the stale 3 Series, and its packaging is a delight.

**MA** Packaging delight? You can barely fit four in it and the boot is titchy because there's an engine beneath it.

**MP** You can barely get anyone in the back of a 3 Series if the people in the front are tall. I would also point out your car weighs nearly 900kg more than mine...

**MA** Yours doesn't ride or handle particularly well as a result of having rock-hard suspension because it's a pre-facelift version and those skinny tyres run out of grip quite quickly in tight corners.

**MP** Dinosaur.

VERDICT

The i has it. **JOHN EVANS**





# HOW TO BUY A LANCIA DELTA HF INTEGRALE



## THE ELEPHANT IN THE VROOM

The Integrale is a rally icon but here's the thing: a good one is great and a bad one just awful. **John Evans** tells you what to look out for on Lancia's elephant-badged Delta

**B**etter late than never, they say, and with prices of the legendary Lancia Delta HF Integrale of 1986-95 heading skywards, you could say the 'elephant' has well and truly bolted. But do not despair. Take your courage in both hands and buy an Integrale at auction and you might bag a tidy example of the less revered eight-valve version for around £15,000, as one bidder did as recently as last October.

True, it had been converted from the standard left-hand drive to right-hand drive, although by well-regarded specialist John Whalley. Also in its favour was a mileage of just 56,000, a good service record, with work done by respected Integrale specialists, and a full body restoration in 2008. The

auction house rated it as being in very good condition.

The point is, there are still tidy Integrales out there for everyman money – reassuring when the only prices you seem to see these days are north of £40,000 for clean Evo 2 versions and as much as £150,000 for the very best last-of-line cars.

The model appeared first in 1986 in standard-bodied HF 4WD form, featuring a viscous centre diff and a Torsen rear diff and powered by a turbocharged 2.0-litre four-cylinder engine producing 162bhp. Off road, competition versions were claiming all the silverware so, on a roll, Lancia upgraded the model in 1987, naming it the Integrale and giving it a wider body, a wider track and flared arches housing larger wheels. With its

smattering of air vents, it looked on point, straight out of the box.

The first of this new breed was the 182bhp Integrale 8v but, emboldened by the model's continuing success in rallies, Lancia replaced it in 1989 with the 16-valve version, producing 197bhp and with a revised torque split in favour of the rear wheels. It also sat 20mm lower and had larger wheels all round.

Then in 1991 came the first of the even wider-bodied and wider-wheeled Evoluzione versions. First out was the 207bhp Evo 1, followed in 1993 by the almost identical Evo 2, although it had 16in as opposed to 15in alloy wheels and, to counter the drag of its catalytic converter, 212bhp. Both spawned a host of special editions.

Integrales were never cheap to run when new, but now that most are pushing 30, you can throw in a refurb bill, too. Not only that but there are also rogues out there. For example, for a long time, they were bought by people who tried to pass 8vs off as 16vs, and Evo 1s as Evo 2s. Others bodged right-hand-drive conversions, although, saying that, even a proper conversion is not as quick or direct as the pukka left-hand-drive set-up.

There's a good market for Japanese imports, even though it can be hard to check the car's service history. Going in the other direction, Germany and the US are busily hoovering up our best cars and, in the process, driving prices higher still. So if you want one, don't hang around.



Turbo 2.0, 4WD  
and tidy handling  
make it quick A-B



## Delta Futurista

In 2018, Italian coachbuilder Automobili Amos revealed its reborn Integrale - yours for £270,000.



Trim is fragile. Wheel on the left means better steering

“Buy at auction and you might bag a tidy example of the 8v for around £15,000”

## HOW TO GET ONE IN YOUR GARAGE



### An expert's view

**STEVE SHAW, SERVICE MANAGER, WALKERS GARAGE**

“I've been working on Integrale ever since the model first went rallying. I've owned two or three, although I admit I bought them to sell. There's nothing like an Integrale to drive. When they're good, they're very good, but I have to say that when they're bad, they're horrible! Regular servicing is the key to keeping an Integrale sweet. Do that and things like the engine and transmission will be reliable. You can expect to find some rust, cracks in the body and tired suspension bushes, but get those sorted and with export demand very strong, you can expect to get your money back, plus some.”

### Buyer beware...

#### ■ ENGINE

Look for oil leaks from the upper sump gasket. Beware camshaft failure, especially exhaust cam lobes worn down by metal filings in the oil bath. Cambelt and water pump are best changed every three years. Exhaust smoke could be the turbo but more likely caused by worn valve guides. In cars that have been standing for long periods, the rubber fuel pump mount dissolves and blocks the pump.

#### ■ TRANSMISSION

Check for leaks from the rear diff and epicyclic gear noise from the front diff. Old fluid in the viscous coupling can cause engagement problems. Fifth gear's brass synchro cones wear and third gear can simply break.

#### ■ SUSPENSION

Tired front wishbone bushes will cause uneven front tyre wear. Most have been upgraded to Powerflex bushes. Evo brakes squeal but it's almost impossible to cure.

#### ■ BODY

Look for rust around the front and rear screens, the top of the rear strut mounts, where the front inner wings meet the front cross member, and at the back of the roof. Check for stress cracks at the top of the A-pillar under the windscreen rubber, and down by the bottom of the doors - although this last check might mean partial removal of the bodykit.

#### ■ INTERIOR

Trim can crack around the radio and clock where screws have been over-tightened. The parcel shelf is likely to be broken but new ones are available.

### Also worth knowing

FCA Heritage has launched a new range of parts for classic vehicles with the remanufacturing of the front and rear bumpers for the Delta HF Integrale and Evo. They are cast using the original equipment, including dies salvaged from the Turin factory. Just £250 for each version will be available.

### How much to spend

**£14,000-£19,999**

Early HF 4WD and 8v cars, a few converted to right-hand drive.

**£20,000-£24,999**

Some modified cars, including a 16v converted to look like an Evo 1 for £21,000. Also a tidy, rust-free 1990-reg 16v for £24,950.

**£25,000-£29,999**

Includes a Japan-import 16v for £27,950.

**£30,000-£44,999**

Evo 1s and 2s start here, such as a 1994-reg Evo 2 with 80,000 miles for £39,995.

**£45,000-£150,000**

The best Evos, up to £150,000 for an Evo 2 Final Edition.



### One we found

**LANCIA DELTA HF INTEGRALE 8V, 1988/E-REG, 64,000 MILES, £19,995**

It was imported from Germany in 1998 and, the seller claims, is in excellent condition and has always been garaged. Lots of service history and workshop invoices. Cambelt and water pump were changed in 2018.



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(VET) £3495

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£1595

**747 OYE**  
(Pilot) £2995

**3 AKU**  
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**6 UYG**  
£2995

**41 HU**  
£4995

**80 UOX**  
£1495

**60 XKY**  
£1695

**30 VYP**  
£1695

**8070X**  
(Botox) £6995

**UMAIA**  
(UMAIA) £3995

**RAE3E**  
£2995

**333 OXU**  
£1495

**333 UXX**  
£1295

**444 XAA**  
£1995

**3 AKE**  
£7995

**8 XEU**  
£2795

**41 HU**  
£4995

**80 XON**  
£2495

**50 XES**  
£1995

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**92 VAN**  
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**55 HDX**  
(Merc SL55) £1995

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(Ferrari 550) £1295

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£3995

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£2995

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**DSJ II7**  
£1495

**600 VUY**  
£1295

**AAZ 550**  
(Ferrari 550) £1295

**4 NJY**  
£3995

**8 OXV**  
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**88 YHB**  
£1495

**77 UXY**  
£1295

**44 XAM**  
£2495

**10 YVA**  
£1695

**000 7A**  
£8995

**JAY4E**  
(JAY) £5995

**FLOIX**  
£2495

**DSJ II7**  
£1495

**600 VUY**  
£1295

**AAZ 550**  
(Ferrari 550) £1295

### Mercedes SL350 2006/56



Auto with AMG alloys low mileage heated elec seats, cruise, hifi system and much more 9 service stamps and two keys bargain £6,995

### Mercedes SL320 V6 2000/W



Glass hardtop 106k Miles with history great car and price £5495 also have a black SL280 done 84k miles amazing value £4995 be quick!!! Similar cars wanted.

### BMW X3 Sport 2.0 Rare Petrol!!



2004 auto only done 20,500 miles by one owner service history and lots of options panoramic electric glass roof, heat seats, sat nav, parking sensors hifi etc bargain £5,495

### Mercedes SL55 AMG Kompressor



2006/56 last of the hand built car. Total spec pan roof, extended leather, keyless, Tv, sat nav, heated cool comfort seats only 37k miles full MB Service history stunning collectible sought after car £24,995

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JAMES  
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# ROAD TEST RESULTS

Facts, figures, from the best road tests

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance. We also drive on a wide range of roads. Where we have tested more than one model in a range, the rating is for the range overall. Where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

- » **30-70MPH** Indicates overtaking ability through the gears.
- » **50-70MPH** Recorded in top gear (\*kickdown

- with an automatic) and demonstrates flexibility.
- » **FUEL ECONOMY** Figures quoted are the average and touring fuel economy as tested. The touring figure is representative of a 70mph cruise on a typical UK motorway. For electric cars, the figures quoted are for the same average and touring test schedules but are expressed in miles per kWh†.
  - » **BRAKING 60-0MPH** Recorded on a high-grip surface at a test track.
  - » **MPH/1000RPM** Figure is the speed achieved in top gear.



Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/touring	Weight (kg)	TEST DATE
ALFA ROMEO												
Giulia 4dr saloon	★★★★★											
Quadrifoglio	190	4.5	9.2	3.2	10.3	2.57	503	443	38.7	34/49	1580	29.3.17
Stelvio 5dr SUV	★★★★★											
2.2D 210 Milano	134	6.8	20.6	7.0	7.3	3.01	207	347	41.3	38/50	1659	3.1.18
Quadrifoglio	176	4.0	9.4	3.3	5.9	3.31	503	443	36.4	22/32	1931	9.1.19
4C 2dr coupé/convertible	★★★★★											
Spider	160	5.1	12.4	4.0	5.8	2.97	237	258	29.6	32/44	940	27.1.16
ALPINA												
B3 Biturbo 4dr saloon	★★★★★											
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8.13
ALPINE												
A110 2dr coupé	★★★★★											
Premiere Edit'n	155	4.7	10.8	3.8	6.5	2.6	248	236	28.1	28/46	1103	16.5.18
ARIEL												
Atom 4 Odr open	★★★★★											
4	162	3.2	6.9	2.4	3.5	2.59	316	310	24.5	27/39	680	9.10.19
Nomad Odr open	★★★★★											
Nomad	125	4.5	12.7	3.9	7.7	3.10	235	221	26.7	-/-	735	24.6.15
ASTON MARTIN												
Vantage 2dr coupé	★★★★★											
V8	195	3.7	8.3	3.0	10.5	2.7	503	505	42.6	18/25	1720	23.5.18
DB11 2dr coupé	★★★★★											
Launch Edition	200	4.0	8.4	3.0	10.1	2.6	600	516	46.2	24/34	1910	21.9.16
Rapide 4dr saloon	★★★★★											
Rapide S	190	5.3	11.3	4.3	8.3	3.0	550	457	33.6	19/23	1990	20.3.13
DBS Superleggera 2dr coupé	★★★★★											
DBS Superl'era	211	3.7	7.4	2.7	9.5	2.5	715	664	42.7	19/26	1910	21.11.18
AUDI												
A1 Sportback 5dr hatch	★★★★★											
35 TFSI S line	137	7.9	22.0	8.4	8.6	2.7	148	184	27.6	38/57	1209	2.10.19
A3 4dr saloon/3dr/5dr hatch	★★★★★											
RS3 Saloon	155	4.0	9.9	3.5	9.0	2.7	394	354	33.7	29/35	1515	6.9.17
A4 4dr saloon/5dr estate	★★★★★											
2.0 TDI S line	147	8.4	22.2	7.3	11.2	3.1	187	295	37.1	45/50	1940	4.11.15
S4 TDI	155	4.6	11.5	4.1	-	2.87	342	516	50.2	29/54	1871	18.9.19
RS4 Avant	155	4.0	9.6	3.5	11.0	3.0	444	443	38.4	24/37	1790	14.2.18
A5 2dr coupé/convertible	★★★★★											
S5	155	4.9	11.7	4.4	9.7	3.0	349	369	40.5	26/33	1615	11.1.17
A5 Sportback 4dr saloon	★★★★★											
2.0 TFSI S line	155	5.7	15.1	5.3	17.2	2.5	249	273	42.2	30/41	1535	8.3.17
A6 4dr saloon/5dr estate	★★★★★											
40 TDI S'le Avant 149	8.4	22.6	7.5	-	3.1	201	295	51.0	39/50	1710	14.11.18	
A7 Sportback 5dr hatch	★★★★★											
50 TDI Sport	155	5.8	14.9	5.3	-	2.8	282	457	49.0	29/53	1880	11.7.18
TT 2dr coupé/convertible	★★★★★											
RS	155	3.6	8.4	3.0	7.8	2.7	394	354	35.1	27/37	1440	7.12.16
E-tron 5dr SUV	★★★★★											
55 quattro	124	5.4	13.7	4.2	2.5*	2.91	403	490	-	2.3/2.9†	2569	26.6.19
Q2 5dr SUV	★★★★★											
1.4 TFSI Sport	132	8.1	23.9	8.2	9.8	2.7	148	184	29.4	45/56	1265	9.11.16
SQ2 quattro	155	4.5	11.6	4.1	9.2	2.72	296	295	33.4	27/35	1530	20.3.19
Q5 5dr SUV	★★★★★											
2.0 TDI S line	135	8.3	26.4	8.5	14.7	3.1	187	295	42.0	37/43	1770	15.3.17
SQ5 quattro	155	5.5	13.7	5.0	11.1	2.6	349	369	45.2	26/32	1870	21.6.17
Q7 5dr SUV	★★★★★											
SQ7 4.0 TDI	155	5.1	12.6	4.4	7.0	2.9	429	664	47.6	24/38	2330	26.10.16
Q8 5dr SUV	★★★★★											
50 TDI S Line	152	6.9	19.1	6.6	10.1	2.8	282	443	44.9	29/40	2285	26.9.18
R8 2dr coupé	★★★★★											
V10 Plus	205	3.1	6.7	2.6	5.7	2.8	602	413	26.8	15/23	1555	30.12.15
BENTLEY												
Continental GT 2dr coupé	★★★★★											
W12 First Edition 207	3.6	8.1	2.9	8.9	2.8	626	664	52.4	20/26	2244	2.5.18	
Mulsanne 4dr saloon	★★★★★											
6.75 V8	184	5.7	13.7	4.8	2.8*	2.6	505	752	44.8	18/21	2745	21.9.11
Bentayga 5dr SUV	★★★★★											
W12	187	4.9	11.6	4.4	8.7	3.0	600	664	48.2	20/25	2440	18.5.16
BMW												
1 Series 5dr hatch	★★★★★											
118i M Sport	132	8.2	24.2	7.9	13.9	2.75	138	162	-	37/53	1431	30.10.19
2 Series 3dr coupé/convertible	★★★★★											
220d C'vble	140	8.5	24.7	8.4	9.0	2.1	187	295	34.5	50/53	1610	1.4.15
M2	155	4.4	10.3	3.6	6.2	2.6	365	343	33.7	31/37	1595	15.6.16
2 Series Active Tourer 5dr MPV	★★★★★											
218d Luxury	129	8.9	26.5	8.7	12.1	3.0	148	243	40.4	42/56	1450	24.12.14
3 Series 4dr saloon/5dr estate/5dr hatch	★★★★★											
320d M Sport	149	6.9	19.8	6.8	13.2	2.54	188	295	43.0	47/63	1639	15.5.19
330e M Sport	140	6.3	15.7	5.7	6.9	2.9	249	310	40.8	40/47	1660	4.10.17

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/touring	Weight (kg)	TEST DATE
4 Series 2dr coupé ★★★★★												
435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295	28.2	28/37	1585	18.9.13
M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7.14
5 Series 4dr saloon/5dr estate ★★★★★												
520d M Sport	146	7.4	21.3	7.4	14.3	2.7	188	295	42.2	40/52	1635	31.5.17
M5	155	3.3	7.5	2.7	8.9	3.1	591	553	41.1	22/28	1855	18.4.18
6 Series GT 5dr hatch ★★★★★												
630d xDrv M Spt	155	5.9	15.7	5.4	7.6	2.8	261	457	50.2	40/54	1880	8.11.17
7 Series 4dr saloon ★★★★★												
730Ld	153	6.4	17.1	6.0	8.2	3.1	261	457	50.2	40/49	1795	11.11.15
8 Series 2dr coupé ★★★★★												
840d xDrive	155	5.0	12.8	4.6	8.6	3.05	315	501	46.5	40/49	1901	16.1.19
i3 5dr hatch ★★★★★												
1.35d Range Ext	99	7.7	—	6.6	4.0*	3.0	181	199	—	2.6/34†	1385	21.2.18
i8 2dr coupé ★★★★★												
i8	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14
X1 5dr SUV ★★★★★												
xDrive20d xLine	136	8.2	24.2	8.0	11.8	2.8	187	295	35.1	43/49	1625	14.10.15
X2 5dr SUV ★★★★★												
M35i	155	5.0	12.7	4.5	11.1	2.74	302	332	37.4	31/42	1668	25.9.19
X3 5dr SUV ★★★★★												
xDrive20d M Spt	132	8.3	26.6	8.6	17.5	3.3	188	295	41.2	37/49	1825	17.1.18
X4 5dr SUV ★★★★★												
M Competition	155	4.0	9.1	3.3	20.1	2.65	503	443	43.3	23/29	2028	13.11.19
X5 5dr SUV ★★★★★												
xDrive30d M Spt	143	6.6	18.9	6.6	15.1	3.36	261	457	47.1	35/43	2279	2.1.19
M	155	4.2	9.8	3.5	10.2	2.8	567	553	42.3	21/26	2350	13.5.15
CATERHAM												
Seven 2dr roadster ★★★★★												
620S	145	3.8	9.2	3.2	5.7	2.7	310	219	21.2	25/29	610	9.3.16
CHEVROLET												
Corvette 2dr coupé ★★★★★												
Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465	48.4	22/33	1539	8.10.14
CITROEN												
C3 5dr hatch ★★★★★												
P'tech 110 Flair	117	9.6	36.6	9.4	10.5	2.6	109	151	27.0	47/62	1050	28.12.16
C3 Aircross 5dr hatch ★★★★★												
P'tech 110 Flair	115	11.5	36.4	10.7	12.3	3.5	109	151	27.5	35/39	1159	7.3.18
C4 Cactus 5dr hatch ★★★★★												
1.6 BlueHdi100	114	11.8	41.2	11.7	7.2	2.9	99	187	36.1	47/62	1225	16.7.14
C5 Aircross 5dr SUV ★★★★★												
BlueHdi180	131	9.0	25.6	8.5	—	2.83	174	295	40.1	37/48	1540	13.2.19
CUPRA												
Ateca 5dr SUV ★★★★★												
2.0TSI 4Drive	153	4.9	12.3	4.4	9.4	3.03	296	295	33.8	29/37	1615	23.1.19
DACIA												
Sandero 5dr hatch ★★★★★												
1.275 Access	97	15.3	—	17.6	23.0	3.0	74	79	20.3	32/38	941	27.2.13
Duster 5dr hatch ★★★★★												
SCe 115 Comfort	107	13.1	—	12.5	23.9	2.9	113	115	24.0	37/42	1179	22.8.18
DALLARA												
Stradale 0dr roadster ★★★★★												
Stradale	165	3.7	9.2	3.4	3.1	2.39	395	369	26.4	26/30	987	16.10.19
DS												
3 5dr hatch ★★★★★												
BlueHdi120	118	9.9	32.2	9.4	11.1	3.1	118	210	36.4	59/67	1150	23.3.16
3 Crossback 5dr SUV ★★★★★												
Puretech 155	129	8.8	24.6	8.3	14.9	2.90	153	177	32.7	41/49	1205	10.7.19
4 Crossback 5dr hatch ★★★★★												
BlueHdi120	117	12.0	48.8	12.3	18.0	2.9	118	221	36.7	49/50	1290	6.1.16
7 Crossback 5dr SUV ★★★★★												
Puretech 225	141	8.6	20.2	7.0	15.1	2.9	221	221	34.0	35/45	1425	19.9.18
FERRARI												
488 GTB 2dr coupé ★★★★★												
488 GTB	205	3.0	5.9	2.0	3.7	2.43	661	561	28.9	—/—	1525	25.5.16
488 Pista	211	2.8	5.6	2.0	4.8	2.34	710	568	28.9	17/26	1465	7.8.19
812 Superfast 2dr coupé ★★★★★												
F12 Berlinetta	211	3.1	6.2	2.2	4.9	2.6	789	530	30.0	—/24	1630	25.7.18
FIAT												
Panda 5dr hatch ★★★★★												
4x4 Twinair	103	14.6	—	15.8	16.0	3.0	84	107	20.8	37/44	1050	17.4.13
500 3dr hatch ★★★★★												
Abarth 595	130	7.5	20.1	6.4	7.0	2.8	158	170	23.9	34/39	1035	26.2.14
Tipo 5dr hatch ★★★★★												
1.6 MJet Lounge	124	9.6	31.6	9.8	8.7	2.9	118	236	35.0	49/62	1295	2.11.16
Abarth 124 Spider 2dr roadster ★★★★★												
124 Spider	144	6.8	18.6	6.5	6.5	2.8	168	184	25.2	35/45	1060	22.3.17



# ROAD TEST RESULTS

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
LEXUS												
LC 2dr coupé ★★★★★												
LC500Sport+ 168	5.2	11.3	4.2	12.0	3.1	471	398	60.6	27/39	1970	18.10.17	
NX 5dr SUV ★★★★★												
300h 112	9.7	30.4	9.1	5.6*	2.7	194	na	—	32/38	1905	1.10.14	
RC F 2dr coupé ★★★★★												
RCF 168	4.8	10.7	3.9	12.9	2.9	471	391	39	24/28	1765	18.2.15	
ES 4dr saloon ★★★★★												
300hTakumi 112	8.7	21.8	7.6	4.6*	2.91	215	na	—	42/49	1742	6.2.19	
LS 4dr saloon ★★★★★												
500hPrem AWD 155	5.9	15.4	5.3	12.4	2.8	295	258	36.9	30/42	2380	6.6.18	
LOTUS												
Elise 2dr roadster ★★★★★												
Cup 250 154	4.7	11.9	4.5	7.2	2.5	243	184	24.7	27/32	920	29.6.16	
Evora 2dr coupé ★★★★★												
Evora S 2+0 172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11	
Exige S 2dr coupé ★★★★★												
Exige S 170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13	
MASERATI												
Ghibli 4dr saloon ★★★★★												
Diesel 155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14	
Levante 5dr SUV ★★★★★												
Diesel 143	6.8	19.9	6.9	4.3	3.4	271	443	46	26/42	2205	30.11.16	
S Granlusso 164	5.1	12.7	4.5	—	2.73	424	478	39.8	16/24	2232	8.5.19	
MAZDA												
2 5dr hatch ★★★★★												
1.5 Sky-V-GSE 114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15	
3 4dr saloon/5dr hatch ★★★★★												
2.0 Skyactiv-X 134	9.1	24.7	9.1	14.7	2.89	177	165	29.1	40/57	1425	6.11.19	
MX-5 2dr roadster ★★★★★												
1.5 SE-L Nav 127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15	
CX-3 5dr SUV ★★★★★												
1.5D SE-L Nav 110	10.3	34.7	10.3	10.3	—	104	199	34.8	59/60	1275	22.7.15	
CX-5 5dr SUV ★★★★★												
2.2D Sport Nav 127	9.4	26.3	9.1	10.4	3.0	148	280	37.0	43/53	1594	28.6.17	
McLAREN												
570S 2dr coupé ★★★★★												
3.8 V8 204	3.1	6.4	2.2	10.2	2.6	562	443	36.5	23/37	1440	30.3.16	
600LT Spider 2dr convertible ★★★★★												
3.8 V8 201	2.9	6.1	2.1	—	2.52	592	457	36.5	17/30	1404	22.5.19	
720S 2dr coupé ★★★★★												
4.0 V8 212	2.9	5.6	2.0	7.7	2.4	710	568	35.4	19/24	1420	24.5.17	
Senna 2dr coupé ★★★★★												
4.0 V8 208	3.1	5.5	1.9	8.0	2.4	789	590	35.7	16/25	1345	10.10.18	
P1 2dr coupé ★★★★★												
P1 217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	
MERCEDES-AMG												
C63 4dr saloon ★★★★★												
C63 155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15	
C63 S C'vertible 155	4.6	10.2	3.4	7.1	2.7	503	516	35.6	21/27	1850	8.2.17	
C63 S Coupé 180	4.3	9.2	3.2	10.7	2.69	503	516	43.2	26/34	1745	24.4.19	
CLS53 4dr saloon ★★★★★												
CLS53 4Matic+ 155	4.3	10.3	3.7	9.1	2.7	429	384	43.8	31/39	1980	17.10.18	
GT 2dr coupé ★★★★★												
S 193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15	
R 198	3.6	7.3	2.7	4.6	2.4	577	516	30.7	19/23	1555	10.5.17	
GT 4-Door Coupé 4dr coupé ★★★★★												
GT63 4Matic+ 193	3.3	7.7	2.7	10.7	2.8	577	590	42.6	22/30	2135	13.3.19	
SLC 2dr convertible ★★★★★												
SLC43 155	5.5	12.3	4.2	12.7	3.0	362	384	40.4	27/33	1595	6.7.16	
GLC 5dr SUV ★★★★★												
GLC63 4Mtic+ 155	3.7	8.9	3.2	15.4	2.8	503	516	43.4	19/26	2020	13.6.18	
MERCEDES-BENZ												
A-Class 5dr hatch ★★★★★												
A200 Sport 139	8.7	22.4	7.9	—	3.2	161	184	33.6	39/57	1379	4.7.18	
B-Class 5dr MPV ★★★★★												
B180 Sport 132	8.4	23.5	8.3	—	2.73	134	148	33.6	33/51	1405	3.4.19	
CLA 4dr saloon ★★★★★												
CLA 250 155	6.8	17.1	6.1	11.5	2.88	221	258	—	34/49	1555	21.8.19	
C-Class 4dr saloon/5dr estate ★★★★★												
C220 Bluetec 145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14	
E-Class 4dr saloon/5dr estate/2dr convertible/2dr coupé ★★★★★												
E400 Coupé 155	5.6	13.4	4.9	14.8	2.9	328	354	46.7	30/39	1845	14.6.17	
S-Class 4dr saloon/2dr coupé ★★★★★												
S350 Bluetec 155	7.3	19.0	6.8	3.9*	2.7	255	457	45.6	34/44	1975	16.10.13	
S63 AMG Coupé 155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14	
GLA 5dr SUV ★★★★★												
GLA220 CDI SE 134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14	
GLC 5dr SUV ★★★★★												
GLC250d 143	7.8	23.5	7.8	15.7	3.2	201	369	46.9	39/43	1845	10.2.16	
G-Class 5dr SUV ★★★★★												
G350d AMG Line 124	7.5	22.4	7.2	15.0	3.40	282	443	46.0	25/31	2451	17.7.19	
GL 5dr SUV ★★★★★												
GL350 AMG Sp't 137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13	
X-Class 4dr pick-up ★★★★★												
X250d 4Matic 109	11.2	38.9	11.6	—	3.2	187	332	31.3	27/36	2159	20.6.18	
SL 2dr convertible ★★★★★												
SL500 155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12	
MG												
3 5dr hatch ★★★★★												
1.5 3Form Sp't 108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13	
ZS 5dr SUV ★★★★★												
EV Exclusive 87	8.9	—	8.0	5.2*	3.60	141	260	—	2.7/3.1*	1556	4.12.19	
MINI												
Mini 3dr hatch ★★★★★												
Cooper S 146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14	
C'per S Wks 210 146	7.2	16.4	6.0	6.5	3.0	207	221	26.5	31/47	1235	6.12.17	
Clubman 5dr hatch ★★★★★												
Cooper D 132	8.6	25.9	8.2	10.0	2.9	148	243	34.9	51/52	1320	25.11.15	
Convertible 4dr convertible ★★★★★												
Cooper 129	9.2	25.4	8.8	12.4	2.7	134	162	31.0	46/53	1280	6.4.16	
Countryman 5dr hatch ★★★★★												
Cooper D 129	9.0	26.4	8.4	11.5	2.8	148	243	36.2	42/48	1480	22.2.17	
Plug-in Hybrid 123	6.7	24.4	6.2	5.5	3.5	221	284	30.1	42/50	1735	26.7.17	

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent: test average/ touring	Weight (kg)	TEST DATE
MITSUBISHI												
Eclipse Cross 5dr SUV ★★★★★												
1.5 First Ed 2WD	127	9.0	26.5	8.3	13.8	3.0	161	184	30.9	34/45	1455	14.3.18
Outlander 5dr SUV ★★★★★												
PHEV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	—	44/38	1810	16.4.14
MORGAN												
3 Wheeler 2dr roadster ★★★★★												
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/—	520	6.6.12
NISSAN												
Micra 5dr hatch ★★★★★												
0.9 N-Connecta	109	12.1	44.7	11.7	15.6	2.8	89	103	24.3	45/57	1068	26.4.17
DIG-Ti17 N-Sport	121	10.2	28.8	9.4	16.5	3.2	115	148	31.2	33/55	1105	27.3.19
Juke 5dr SUV ★★★★★												
Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Qashqai 5dr SUV ★★★★★												
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
X-Trail 5dr SUV ★★★★★												
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
GT-R 2dr coupé ★★★★★												
Recaro	196	3.4	7.8	2.7	5.3	2.7	562	470	28.0	22/31	1752	16.11.16
NOBLE												
M600 2dr coupé ★★★★★												
M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09
PEUGEOT												
208 3/5dr hatch ★★★★★												
1.2 VTi Active	109	14.2	—	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15
308 3/5dr hatch ★★★★★												
1.6 e-HDi 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
508 4dr saloon ★★★★★												
GTi BiHDi 180	146	8.8	23.4	8.5	10.8	2.6	174	295	43.9	35/52	1535	24.10.18
2008 5dr SUV ★★★★★												
1.6 e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13
3008 5dr SUV ★★★★★												
1.6 BiHDi GT L e	117	12.0	44.3	12.1	13.2	3.2	118	221	34.6	42/53	1300	18.1.17
5008 5dr MPV ★★★★★												
2.0 BiHDi GT L e	129	10.8	28.8	9.7	11.5	2.7	148	273	37.6	51/60	1490	1.11.17
PORSCHE												
718 2dr coupé/roadster ★★★★★												
Boxster	171	5.4	12.2	4.3	5.2	2.5	296	280	25.8	26/36	1335	8.6.16
Cayman S	177	4.8	10.5	3.9	4.8	2.5	345	310	25.8	28/29	1430	10.8.16
Cayman GTS	180	4.8	10.2	3.5	4.7	2.5	361	310	25.8	28/39	1375	9.5.18
911 GT2 2dr coupé ★★★★★												
GT2 RS	211	3.0	6.1	2.2	5.6	2.6	691	553	32.1	19/28	1470	18.7.18
911 2dr coupé ★★★★★												
Carrera S	191	3.4	7.7	2.8	14.3	—	444	391	44.1	23/39	1515	29.5.19
918 Spyder 2dr coupé ★★★★★												
4.6 V8	214	2.6	5.3	1.9	2.2	2.3	874	944	41.2	28/44	1740	22.10.14
Panamera 4dr saloon ★★★★★												
4S Diesel	177	4.1	10.3	3.8	—	3.0	416	627	50.7	32/43	2050	1.2.17
Macan 5dr SUV ★★★★★												
Turbo	165	4.7	11.8	4.3	7.9	2.4	394	406	35.7	22/31	2000	4.6.14
Cayenne 5dr SUV ★★★★★												
Turbo	177	3.9	9.3	3.3	5.3	2.8	542	568	44.7	21/31	2250	5.9.18
RENAULT												
Twingo 5dr hatch ★★★★★												
Dynamique	94	17.6	—	19.1	29.4	2.9	69	67	20.8	42/52	865	29.10.14
Zoe 5dr hatch ★★★★★												
Dynamique	84	12.3	—	13.9	9.1	2.9	87	162	7.8	4.0/3.4*	1468	31.7.13
Clio 5dr hatch ★★★★★												
TcE 100 Iconic	116	11.6	36.0	10.9	16.9	3.36	99	118	26.5	46/57	1138	27.11.19
Mégane 5dr hatch ★★★★★												
1.5 dCi Dyn. S Nav 116	11.1	35.2	11.1	13.2	2.8	108	192	33.9	47.2	—	1387	17.8.16
RS Trophy-R	163	5.6	12.8	4.6	6.8	2.67	296	295	27.1	26/38	1280	23.10.19
Grand Scenic 5dr MPV ★★★★★												
dCi 130 Dyn. S Nav 118	11.4	35.8	11.3	10.2	3.4	129	236	32.1	47/61	—	1601	25.1.17
Kadjar 5dr SUV ★★★★★												
dCi 115 Dyn. S Nav 113	14.5	—	14.6	17.2	2.3	108	192	35.0	52/69	—	1380	21.10.15
Koleos 5dr SUV ★★★★★												
dCi 175 4WD Sig.	126	9.8	31.3	10.1	14.3	2.9	175	280	—	34/38	1747	20.8.17
ROLLS-ROYCE												
Phantom 4dr saloon ★★★★★												
Phantom	155	5.5	11.8	4.4	2.5*	2.8	563	664	51.2	8/28	2560	4.4.18
Ghost 4dr saloon ★★★★★												
Ghost	155	4.9	10.6	3.9	2.3*	2.6	563	575	46.0	18/23	2450	7.7.10
Wraith 2dr coupé ★★★★★												
Wraith	155	4.6	10.0	4.5	2.1*	2.9	624	590	45.9	15/27	2435	21.5.14
Dawn 2dr convertible ★★★★★												
Dawn	155	5.2	11.6	4.2	2.4*	2.9	563	575	47.7	19/25	2560	1.6.16
SEAT												
Ibiza 5dr hatch ★★★★★												
SE Tech'y 1.0 TSI 113	110	34.1	10.0	10.1	3.0	94	129	27.2	45/56	—	1047	19.7.17
Leon 3/5dr hatch ★★★★★												
Cupra SC 280	155	5.9	13.6	4.4	7.1	2.7	276	258	27.2	28/36	1441	26.3.14
Arona 5dr SUV ★★★★★												
SE Tech'y 1.0 TSI 107	10.5	—	10.6	11.9	3.1	94	129	26.2	37/41	—	1165	15.11.17
Ateca 5dr SUV ★★★★★												
1.6 TDI SE	114	10.5	35.6	9.3	14.0	2.9	114	184	36.4	50/62	1300	19.10.16
SMART												
Forfour Electric Drive 5dr hatch ★★★★★												
Prime Premium 81	13.2	—	14.5	10.6	2.8	80	118	—	3.1/3.9†	—	1200	23.8.17
SKODA												
Fabia 5dr hatch ★★★★★												
1.2 TSI 90SE-L	113	12.6	46.6	12.5	15.0	3.4	89	118	26.1	45/49	1109	21.1.15
Scala 5dr hatch ★★★★★												
1.5 TSI 150 DSG	136	7.9	21.5	7.3	11.8	2.78	148	184	33.5	42/53	1200	31.7.19
Octavia 4dr saloon/5dr estate ★★★★★												
vRS 245 Estate	155	6.9	16.2	5.8	7.3	2.9	242	273	29.8	33/39	1392	16.8.17
Superb 5dr hatch/estate ★★★★★												
2.0 TDI SE	135	8.8	24.9	8.2	11.2	2.8	148	251	37.2	47/54	1505	9.9.15
Karoq 5dr SUV ★★★★★												
2.0 TDI 150 Scout 122	8.9	28.7	9.6	12.8	2.86	148	251	36.1	38/47	—	1629	30.1.19
Kodiatq 5dr SUV ★★★★★												
2.0 TDI Edition 121	9.5	34.7	10.1	12.2	2.8	148	251	33.5	37/48	—	1751	23.11.20





## More amazing Road Tours in 2020



### Corsican Adventure

10-15 May 2020.

**£2400** per car (2 people).

Offer price until 1/1/20.

Normal price £2600.

The event is a 2000 mile, 6-day road tour that travels to Chalons-en-Champagne, Mont Ventoux, Corsica, including crossing the island west to east and south to north along purely mountain roads, the Col de Turini, the Col du Galibier and Challes-les-Eaux. All cars are welcome.



### Alpine Adventure

2-7 July 2020.

**£2700** per car (2 people).

Offer price until 1/1/20.

Normal price £2900.

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### Pyrenees Adventure

18-22 September 2020.

**£2100** per car (2 people).

Offer price until 1/1/20.

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The event is a 2000 mile, 5-day road tour that travels to Bordeaux, Lourdes, the three highest passes in the Pyrenees including the Col du Tourmalet, Port d'Envalira and Port de Pailheres, Ax-les-Thermes, Andorra la Vella, Ripoli, the Millau Viaduct, the Massif Central and Vichy. All cars are welcome.

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# NEW CARS A TO Z

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## ECONOMY EXPLAINED

Between the various figures produced on the old-style 'NEDC', transitional 'NEDC correlated' and new-style 'WLTP' lab emissions and fuel economy tests, it's become tricky to compare manufacturers' claimed efficiency on the latest new cars. When you see a fuel economy and CO<sub>2</sub> figure reference elsewhere, it's often without explanation.

So, to provide as fair and clear a basis for comparison as possible, you'll only ever read 'WLTP combined' fuel economy and CO<sub>2</sub> figures in Autocar's first drive reviews, features and comparison tests – and on these data pages. Those are the aggregated result of four lab tests carried out across as many different cruising speed ranges – although they're sometimes expressed as a range rather than as one specific figure to show the different results recorded by the heaviest and lightest available examples of the car in question (depending on optional equipment). Not all car makers have published these figures yet, however.

In road tests, you'll also see our own independently produced real-world fuel economy test results for comparison with the lab test claims. We produce an 'average', 'track' and 'touring' figure for each car we test – as often as possible on a brim-to-brim test basis. While 'average' represents the overall economy returned by a new car over a full road test, and 'track' is relevant only to intensive performance testing (the length and conditions of which can vary slightly), 'touring' gives the best guide of the kind of economy you might see from a car at a steady 70mph UK motorway cruise.

We do real-world efficiency and range testing on electric cars, too, expressing the former in terms of miles per kilowatt hour, as EV manufacturers do increasingly widely by convention.

## STAR RATINGS EXPLAINED

- ☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆ Appalling. Massively significant failings.
- ☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆ Off the pace. Below average in nearly all areas.
- ☆☆☆☆ Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆ Good. Competitive in key areas.
- ☆☆☆☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆ Excellent. Near class-leading in key areas and in some ways outstanding.
- ☆☆☆☆ Brilliant, unsurpassed. All but flawless.

	Power (bhp)	Top speed (mph)	0-60/0-200mph	Economy (mpg)	CO <sub>2</sub> (g/km)
<b>ABARTH</b>					
<b>595 3dr hatch/2dr open</b>	<b>£16,685-£25,485</b>	★★★★☆			
The Fiat 500's Abarth makeover makes it a true pocket rocket. <b>LxWxH</b> 365x1627x1485 <b>Kerb weight</b> 1070kg					
1.4 T-jet 145	143	130	7.8	37.2	134
1.4 T-jet 160 Trofeo	157	135	7.4	35.3	134
1.4 T-jet 165 Turismo	162	135	7.3	38.2	139
1.4 T-jet 180 Competizione	177	140	6.9	36.2	155
1.4 T-jet 180 Esseesse	177	140	6.7	36.2	155

<b>695 3dr hatch/2dr open</b>	<b>£23,895-£25,895</b>	★★★★☆			
A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. <b>LxWxH</b> 365x1627x1485 <b>Kerb weight</b> 1045kg					
1.4 T-jet 180 Riale	177	140	6.7	36.2	155

<b>ALFA ROMEO</b>					
<b>Giulietta 5dr hatch</b>	<b>£19,975-£25,730</b>	★★★★☆			
Long in the tooth but still seductive, shame it's not rounded or lavish enough. <b>LxWxH</b> 435x1798x1465 <b>Kerb weight</b> 1305kg					
1.4 TB 120	118	121	9.4	36.2	164
1.6 JTDM-2 120	148	121	10.0	49.6	123-125
2.0 JTDM-2 170	168	133	8.3	47.9	TBC

<b>Giulia 4dr saloon</b>	<b>£33,595-£64,900</b>	★★★★☆			
Handsome and special dynamically but lacks finesse and only comes as an auto. <b>LxWxH</b> 464x1860x1436 <b>Kerb weight</b> 1429kg					
2.0 Turbo Petrol 200	197	146	6.6	36.2	153
2.0 Turbo Petrol 280	276	149	5.7	33.6	158
2.2 Turbo Diesel 160	158	137	8.2	53.3	128
2.2 Turbo Diesel 190	187	143	7.1	52.3	128
2.9 Biturbo Quadrifoglio	503	191	3.9	27.2	TBC

<b>Stelvio 5dr SUV</b>	<b>£37,745-£70,900</b>	★★★★☆			
Alfa's first SUV is a solid effort. Choosing the petrol version gives it charisma. <b>LxWxH</b> 468x1903x1671 <b>Kerb weight</b> 1604kg					
2.2 Turbo Diesel 190	187	130	7.6	46.3	138
2.2 Turbo Diesel 190 Q4 AWD	187	130	7.6	44.1	147
2.2 Turbo Diesel 210 Q4 AWD	207	134	6.6	43.5	147
2.0 Turbo 200 Q4 AWD	197	134	7.2	30.4	176
2.0 Turbo 280 Q4 AWD	276	143	5.7	30.4	175
2.9 Biturbo Quadrifoglio	503	197	3.8	TBC	TBC

<b>ALPINA</b>					
<b>B3 S 5dr touring</b>	<b>£63,000</b>	★★★★☆			
Previously falling behind in the power stakes, but the recent facelift rectifies that. <b>LxWxH</b> 463x1811x1431 <b>Kerb weight</b> 1705kg					
3.0 Biturbo	433	188-190	4.3	TBC	TBC

<b>B4 S 2dr coupé/open</b>	<b>£73,100-£78,600</b>	★★★★☆			
A retuned version of the 4 Series that feels more at home on the track than the road. <b>LxWxH</b> 4640x1825x1373 <b>Kerb weight</b> 1690kg					
3.0 Biturbo	433	189-190	4.2-4.3	TBC	TBC

<b>B5 4dr saloon/5dr touring</b>	<b>£89,000-£91,000</b>	★★★★☆			
Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. <b>LxWxH</b> 4956x1868x1466 <b>Kerb weight</b> 2015kg					
4.4 V8 Biturbo	599	200-205	3.5-3.7	25.4	254

<b>B7 4dr saloon</b>	<b>£121,850</b>	★★★★☆			
A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Class. <b>LxWxH</b> 5250x1902x1491 <b>Kerb weight</b> 2060kg					
4.4 V8 Biturbo	599	205	4.2	24.4	265

<b>D5 S 4dr saloon</b>	<b>£62,000</b>	★★★★☆			
The excellent 5 Series receives some Alpina tweaking to make it a brilliant cruiser. <b>LxWxH</b> 4956x1868x1466 <b>Kerb weight</b> 1870kg					
3.0 Biturbo	345	171	4.9	TBC	TBC

<b>XD3 5dr SUV</b>	<b>£57,900</b>	★★★★☆			
Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. <b>LxWxH</b> 4732x1897x2015 <b>Kerb weight</b> 2015kg					
3.0 Biturbo	330	158	4.9	TBC	TBC

<b>ALPINE</b>					
<b>A110 2dr coupé</b>	<b>£47,810-£56,810</b>	★★★★☆			
A much, much greater car and achievement than the sum of its parts suggest. <b>LxWxH</b> 4180x1980x1252 <b>Kerb weight</b> 1080kg					
1.8 Turbo	252	155	4.5	44.1	144
1.8 Turbo S	288	162	4.4	43.4	146

<b>ARIEL</b>					
<b>Atom odr open</b>	<b>£39,950</b>	★★★★☆			
Simple, purist concept remains but everything else has changed... for the better. <b>LxWxH</b> 3520x1880x1122 <b>Kerb weight</b> 595kg					
2.0 turbo	320	162	2.8	TBC	TBC

<b>Nomad odr open</b>	<b>£38,000</b>	★★★★☆			
Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. <b>LxWxH</b> 3215x1850x1425 <b>Kerb weight</b> 670kg					
2.4 K24i-VTEC	235	125	3.4	TBC	TBC

<b>ASTON MARTIN</b>					
<b>Vantage 2dr coupé</b>	<b>£123,850</b>	★★★★☆			
The faster, cleverer, more hardcore entry-level Aston tops its class. <b>LxWxH</b> 4465x1942x1273 <b>Kerb weight</b> 1630kg					
4.0 V8	503	195	3.5	11.6	TBC

<b>DB11 2dr coupé/2dr open</b>	<b>£147,900-£174,995</b>	★★★★☆			
The stunning replacement for the already seductive DB9 is tyre-shreddingly good. <b>LxWxH</b> 4739x2060x1279 <b>Kerb weight</b> 1875kg					
4.0 V8	503	187	4.0	10.6	TBC
5.2 V12 AMR	630	208	3.7	13.4	TBC

<b>DBS Superleggera 2dr coupé/open</b>	<b>£225,000-247,500</b>	★★★★☆			
Effortlessly fast, intoxicating to drive: the big Aston is better than ever. <b>LxWxH</b> 4712x2146x1280 <b>Kerb weight</b> 1693kg					
5.2 V12	715	211	3.7	13.5	TBC

<b>Rapide AMR 4dr saloon</b>	<b>£194,950</b>	★★★★☆			
The Rapide is one of the most elegant four-door sports cars in the world. <b>LxWxH</b> 5019x1929x1360 <b>Kerb weight</b> 1995kg					
6.0 V12	599	205	4.2	TBC	TBC

<b>AUDI</b>					
<b>A1 Sportback 5dr hatch</b>	<b>£18,310-£27,230</b>	★★★★☆			
Quite pricey, but a rounded car with plenty of rational appeal. <b>LxWxH</b> 4029x1746x1418 <b>Kerb weight</b> 1105kg					
1.0 25 TFSI	94	118	10.8	50.4	126-127
1.0 30 TFSI	114	126	9.5	49.6-52.3	121-129
1.5 35 TFSI	148	137	7.7	45.6-46.3	139-141
2.0 40 TFSI	197	146	6.5	39.8-40.4	158-160

<b>A3 Sportback 5dr hatch</b>	<b>£23,300-£39,145</b>	★★★★☆			
All the above but with the added convenience of five doors and a usefully larger boot. <b>LxWxH</b> 4313x1785x1426 <b>Kerb weight</b> 1180kg					
1.0 30 TFSI	114	128	9.9	46.3-48.7	131-137
1.5 35 TFSI	148	137	8.2	42.2-43.5	146-152
2.0 40 TFSI	187	152	6.8	39.8-40.9	157-161
2.0 TFSI S3	298	155	4.7	34.4-34.9	184-190
1.6 30 TDI	114	126	10.4	49.6-51.4	144-148

<b>A3 Saloon 4dr saloon</b>	<b>£25,020-£39,320</b>	★★★★☆			
Undercuts the case to own an A4. Upmarket interior and good to drive. <b>LxWxH</b> 4458x1796x1416 <b>Kerb weight</b> 1240kg					
1.0 30 TFSI	114	131	9.9	46.3-48.7	132-139
1.5 35 TFSI	148	139	8.2	54.3-56.5	131-136
2.0 40 TFSI	187	155	6.8	39.8-40.9	155-160
2.0 TFSI S3	298	155	4.7	34.4-34.9	184-186
1.6 30 TDI	114	131	10.4	51.4-54.3	137-143

<b>A3 Cabriolet 2dr open</b>	<b>£31,095-£43,515</b>	★★★★☆			
Compact, affordable, usable and refined. Strong performance, too. <b>LxWxH</b> 4423x1793x1409 <b>Kerb weight</b> 1380kg					
1.5 35 TFSI	148	137	8.9	40.4-41.5	153-157
2.0 40 TFSI	187	155	7.2	38.7-39.8	161-165
2.0 TFSI S3	298	155	5.2	33.2	192-193

<b>A4 4dr saloon</b>	<b>£29,260-£42,940</b>	★★★★☆			
High quality and competent but leaves the dynamic finesse to its rivals. <b>LxWxH</b> 4726x1842x1427 <b>Kerb weight</b> 1320kg					
2.0 35 TFSI	148	139	8.6	40.4-40.9	155-159
2.0 40 TFSI	187	155	7.3	39.2-39.8	160-164
2.0 45 TFSI quattro	242	155	5.6	35.8-36.2	177-180
2.0 35 TDI	148	136	8.9	49.6-51.4	144-148
2.0 40 TDI quattro	187	146	7.4	49.6-51.4	144-150

<b>A4 Avant 5dr estate</b>	<b>£30,660-£68,270</b>	★★★★☆			
Classy and demure estate lacks the dynamic sparkle of rivals. <b>LxWxH</b> 4725x1842x1434 <b>Kerb weight</b> 1370kg					

	Power (bhp)	Top speed (mph)	0-60/0-200mph	Economy (mpg)	CO <sub>2</sub> (g/km)
<b>2.0 35 TFSI</b>	148	136	8.9	39.2-39.8	160-164
<b>2.0 40 TFSI</b>	187	148	7.5	37.2-38.2	168-172
<b>2.0 45 TFSI quattro</b>	242	155	6.0	34.4-35.3	181-185
<b>3.0 V6 TFSI RS4 Avant</b>	448	155	4.1	29.1	219-220
<b>2.0 35 TDI</b>	148	132	9.2	45.6-47.1	157-163
<b>2.0 40 TDI</b>	187	143-144	7.6-7.9	43.5-44.1	167-171

<b>A5 2dr coupé</b>	<b>£35,465-£69,660</b>	★★★★☆			
Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. <b>LxWxH</b> 4673x1846x1371 <b>Kerb weight</b> 1390kg					
2.0 35 TFSI	148	140	8.9	38.7-40.4	158-165
2.0 40 TFSI	187	150	7.2	38.7-40.4	158-165
2.9 V6 TFSI RS5 quattro	443	155	3.9	30.1	212-213
2.0 40 TDI	187	150	7.7	48.7-52.3	142-151
2.0 40 TDI quattro	187	146	7.4	44.8-46.3	160-165
3.0 V6 TDI S5 quattro	345	155	4.8	TBC	TBC

<b>A5 Sportback 5dr coupé</b>	<b>£34,790-£69,660</b>	★★★★☆			
Refined, good-looking four-door coupé is sadly short on charm and finesse. <b>LxWxH</b> 4733x1843x1386 <b>Kerb weight</b> 1425kg					
2.0 35 TFSI	148	139	9.1	38.2-39.8	160-167
2.0 40 TFSI	187	150	7.5	38.2-39.8	160-167
2.0 45 TFSI quattro	242	155	5.8	35.8-36.2	178-179
2.9 V6 TFSI RS5 Quattro	448	155	3.9	29.7	215-216
2.0 35 TDI	148	135	9.1	47.1-49.6	149-158
2.0 40 TDI	187	150	7.5	47.9-51.4	144-155
2.0 40 TDI quattro	187	146	7.6	44.1-45.6	162-167
3.0 V6 TDI quattro	345	155	4.9	TBC	TBC

<b>A5 Cabriolet 2dr open</b>	<b>£39,395-£58,310</b>	★★★★☆			
More practical than smaller options. Lower-powered, steel-sprung trim is best. <b>LxWxH</b> 4673x1846x1383 <b>Kerb weight</b> 1600kg					
2.0 40 TFSI	187	150	7.9	36.7-37.2	173-174
2.0 45 TFSI quattro	242	155	6.5	34.0-34.4	186-187
2.0 40 TDI	187	150	8.4	45.6-46.3	161-164
2.0 40 TDI quattro	187	145	8.0	42.8-43.5	171-172

<b>A6 4dr saloon</b>	<b>£39,860-£55,400</b>	★★★★☆
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<b>Q2 5dr SUV £23,395-£37,820</b> ★★★★★					
Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. <b>LxWxH</b> 4191x1794x1508 <b>Kerb weight</b> 1205kg					
<b>1.0 30 TFSI</b>	114	122	10.3	44.8-46.3	137-142
<b>1.5 35 TFSI</b>	148	131	8.5	40.9-42.2	152-157
<b>2.0 40 TFSI quattro</b>	187	141	6.5	33.2-34.9	184-192
<b>2.0 SQ2 TFSI</b>	298	155	4.8	32.1-33.2	192-199
<b>1.6 30 TDI</b>	114	122	10.5	43.5-44.8	166-170
<b>2.0 35 TDI quattro</b>	148	131	8.1	44.1-46.3	160-168

<b>Q3 5dr SUV £30,805-£47,130</b> ★★★★★					
Typically refined and competent but feels more like an A3 than an Audi SUV. <b>LxWxH</b> 4388x1831x1608 <b>Kerb weight</b> 1385kg					
<b>1.5 35 TFSI</b>	148	128	131	9.2-9.6	36.7-37.7
<b>2.0 40 TFSI quattro</b>	187	136	7.4	30.4-30.7	208-210
<b>2.0 45 TFSI quattro</b>	227	144	6.3	31.0	205-207
<b>2.0 35 TDI</b>	148	128	9.2	44.1-44.8	165-167
<b>2.0 35 TDI quattro</b>	148	131	9.3	39.2-40.9	182-188
<b>2.0 40 TDI quattro</b>	188	137	8.0	37.7	196-197

<b>Q3 Sportback 5dr SUV £36,365-£48,765</b> ★★★★★					
A more sporting take on the compact SUV, with similarly stable handling. <b>LxWxH</b> 4500x1856x1567 <b>Kerb weight</b> 1460kg					
<b>1.5 35 TFSI</b>	148	126	9.6	47.9-48.7	134-132
<b>2.0 45 TFSI quattro</b>	227	144	6.5	37.7	171
<b>2.0 35 TDI</b>	148	126	9.3	50.4-51.4	148-146

<b>Q5 5dr SUV £42,095-£55,035</b> ★★★★★					
Appealing combination of Audi allure, affordable SUV practicality and attractiveness. <b>LxWxH</b> 4663x1893x1659 <b>Kerb weight</b> 1720kg					
<b>2.0 45 TFSI quattro</b>	242	147	6.4	30.4-32.5	198-211
<b>2.0 40 TDI quattro</b>	187	136	8.1	36.2-38.2	193-204
<b>2.0 50 TFSI e</b>	249	148	6.1	128.4	49
<b>3.0 V6 TDI SQ5 quattro</b>	342	155	5.1	TBC	TBC

<b>Q7 5dr SUV £54,070-£95,060</b> ★★★★★					
Unengaging to drive and light on feel, but the cabin is both huge and classy. <b>LxWxH</b> 5052x1968x1740 <b>Kerb weight</b> 2060kg					
<b>3.0 V6 45 TDI quattro</b>	228	142	7.3	32.5-33.6	220-228
<b>3.0 V6 50 TDI quattro</b>	282	152	6.3	32.1-33.2	221-231
<b>4.0 V8 SQ7 TDI</b>	429	155	4.8	37.2	200

<b>Q8 5dr SUV £67,760-£104,990</b> ★★★★★					
Striking and effective coupé-SUV range-topper leaves us wanting more. <b>LxWxH</b> 4986x1995x1705 <b>Kerb weight</b> 2145kg					
<b>3.0 V6 55 TFSI quattro</b>	335	155	5.9	26.2-25.7	246-249
<b>3.0 V6 50 TDI quattro</b>	282	152	6.3	32.5-32.8	225-228
<b>4.0 V8 SQ8 TDI</b>	429	155	4.8	36.2	205

<b>TT 2dr coupé £32,140-£53,905</b> ★★★★★					
Still serves up plenty of pace, style and usability for the money. It's better to drive, too. <b>LxWxH</b> 4191x1966x1376 <b>Kerb weight</b> 1365kg					
<b>2.0 40 TFSI</b>	194	155	6.6	40.9	155-156
<b>2.0 45 TFSI</b>	242	155	5.8-5.9	39.8	161-162
<b>2.0 45 TFSI quattro</b>	242	155	5.2	35.3	181-182
<b>2.0 TTS</b>	302	155	4.5	34.9-35.3	182-183
<b>2.5 TTRS</b>	395	155	3.7	30.7-31.0	207-209

<b>TT Roadster 2dr open £33,890-£55,655</b> ★★★★★					
Plenty of pace and driver reward, along with prestige and design-icon style. <b>LxWxH</b> 4191x1966x1355 <b>Kerb weight</b> 1455kg					
<b>2.0 40 TFSI</b>	194	155	6.9	39.8	160-162
<b>2.0 45 TFSI</b>	242	155	6.0-6.1	38.7	165-166
<b>2.0 45 TFSI quattro</b>	242	155	5.5	34.0-34.4	187-188
<b>2.0 TTS</b>	302	155	4.8	34.0	187-188
<b>2.5 TTRS</b>	395	155	3.9	29.7-30.1	213-215

<b>R8 2dr coupé £128,295-£154,195</b> ★★★★★					
Usable but no less involving or dramatic for it. V10 is deliciously brutal. <b>LxWxH</b> 4426x1940x1240 <b>Kerb weight</b> 1590kg					
<b>5.2 V10 FSI quattro</b>	532	198	3.5	21.4-21.6	297-298
<b>5.2 V10 FSI Plus quattro</b>	601	205	3.2	21.2-21.4	299-301

<b>R8 Spyder 2dr open £136,985-£162,885</b> ★★★★★					
Taking the roof off the R8 enhances the drama tenfold. <b>LxWxH</b> 4426x1940x1245 <b>Kerb weight</b> 1680kg					
<b>5.2 V10 FSI quattro</b>	532	197	3.6	21.2	301-302
<b>5.2 V10 FSI Plus quattro</b>	601	204	3.3	20.9-21.1	304-305

<b>BAC</b>					
<b>MONO 0dr open £165,125</b> ★★★★★					
An F-22 Raptor for the road, only significantly better built.					

<b>Power (bhp)</b>					
<b>Top speed (mph)</b>					
<b>0-60/0-120mph</b>					
<b>Economy (mpg)</b>					
<b>CO2 (g/km)</b>					

<b>LxWxH</b> 3952x1836x1110	<b>Kerb weight</b> 580kg				
<b>2.5 VVT</b>	305	170	2.8	TBC	TBC

<b>BENTLEY</b>					
<b>Continental GT 2dr coupé £148,800-£159,900</b> ★★★★★					
Refined and improved in every area, making the Conti a superb grand tourer. <b>LxWxH</b> 4850x1966x1405 <b>Kerb weight</b> 2244kg					
<b>4.0 V8</b>	542	198	3.9	TBC	TBC
<b>6.0 W12</b>	626	207	3.6	24.1	308

<b>Continental GTC 2dr open £163,700-£176,000</b> ★★★★★					
Immensely capable and refined open-top cruiser with effortless performance. <b>LxWxH</b> 4850x2187x1399 <b>Kerb weight</b> 2414kg					
<b>4.0 V8</b>	542	198	4.0	TBC	TBC
<b>6.0 W12</b>	626	207	3.7	20.2	317

<b>Mulsanne 4dr saloon £234,000-£280,500</b> ★★★★★					
If the Rolls Phantom is best from the back seat, the Mulsanne is best in the front. <b>LxWxH</b> 5575x1926x1521 <b>Kerb weight</b> 2685kg					
<b>6.75 V8</b>	505	184	5.1-5.3	17.4	365
<b>6.75 V8 Speed</b>	530	190	4.9	17.4	365

<b>Bentayga 5dr SUV £130,500-£182,200</b> ★★★★★					
Crewe's first attempt at a luxury SUV is a solid effort. The Diesel is wondrous. <b>LxWxH</b> 5140x1998x1742 <b>Kerb weight</b> 2505kg					
<b>4.0 V8</b>	542	171	4.5	21.7	296
<b>6.0 W12 Speed</b>	626	190	3.9	TBC	308

<b>BMW</b>					
<b>1 Series 5dr hatch £24,430-£36,430</b> ★★★★★					
May not drive like a traditional BMW but delivers on upmarket hatch values. <b>LxWxH</b> 4319x1799x1434 <b>Kerb weight</b> 1365kg					
<b>118i</b>	138	132	8.5	40.9-45.6	114-121
<b>M135i xDrive</b>	302	155	4.8	34.4-35.8	155-157
<b>116d</b>	114	TBC	10.1-10.3	54.3-61.4	103
<b>118d</b>	148	134	8.4-8.5	54.3-57.6	108-111
<b>120d xDrive</b>	187	TBC	7.0	48.7-58.3	117-119

<b>2 Series 2dr coupé £25,765-£53,260</b> ★★★★★					
A proper compact coupé now. Could be better equipped, however. <b>LxWxH</b> 4432x1774x1418 <b>Kerb weight</b> 1420kg					
<b>218i</b>	134	130	8.8-8.9	35.8-38.2	TBC
<b>220i</b>	181	143	7.2	36.2-38.2	TBC
<b>230i</b>	248	155	5.6	35.8-36.7	TBC
<b>M240i</b>	335	155	4.6-4.8	32.5	TBC
<b>M2 Competition</b>	404	155	4.2-4.4	28.2-29.1	TBC
<b>218d</b>	148	132	8.3-8.5	47.9-52.3	TBC
<b>220d</b>	187	143	7.1-7.2	47.1-50.4	TBC
<b>220d xDrive</b>	187	140	7.0	43.5-46.3	TBC
<b>225d</b>	220	151	6.3	46.3-47.9	TBC

<b>2 Series Convertible 2dr open £28,965-£43,085</b> ★★★★★					
Better than its 1 Series forebear but lacks truly distinguishing premium qualities. <b>LxWxH</b> 4432x1774x1413 <b>Kerb weight</b> 1440kg					
<b>218i</b>	134	130	9.4-9.6	33.6-36.2	TBC
<b>220i</b>	181	143	7.7	34.4-35.8	TBC
<b>230i</b>	248	155	5.9	34.0-34.9	TBC
<b>M240i</b>	335	155	4.7-4.9	31.4	TBC
<b>218d</b>	148	132	8.8-9.0	45.6-47.9	TBC
<b>220d</b>	187	143	7.5-7.6	45.6-48.7	TBC
<b>225d</b>	220	151	6.5	44.1-44.8	TBC

<b>2 Series Active Tourer 5dr hatch £25,565-£37,550</b> ★★★★★					
BMW's FWD hatch is a proper contender but not as practical as some of its rivals. <b>LxWxH</b> 4432x1800x1555 <b>Kerb weight</b> 1360kg					
<b>218i</b>	134	127	9.3	39.8-44.1	TBC
<b>220i</b>	181	142	7.4	37.2-38.7	TBC
<b>225xe</b>	248	125	6.7	88.3-100.9	TBC
<b>216d</b>	335	121	11.1	55.4-58.9	TBC
<b>218d</b>	148	129	9.0-9.1	49.6-55.4	TBC
<b>220d</b>	187	141	7.6	50.4-53.3	TBC
<b>220d xDrive</b>	187	138	7.5	47.9-51.4	TBC

<b>2 Series Gran Tourer 5dr MPV £27,470-£37,750</b> ★★★★★					
Brings a proper premium MPV to the table. Third row seats aren't adult-sized, though. <b>LxWxH</b> 4556x1800x1608 <b>Kerb weight</b> 1475kg					
<b>218i</b>	134	127	9.5-9.8	38.2-40.9	TBC
<b>220i</b>	181	137	7.8	35.3-36.2	TBC
<b>216d</b>	335	119	11.8	53.3-55.4	TBC
<b>218d</b>	148	127	9.6	47.9-51.4	TBC
<b>220d</b>	187	138	8.2	47.9-49.6	TBC
<b>220d xDrive</b>	187	135	8.0	45.6-47.1	TBC

<b>3 Series 4dr saloon £32,565-£48,555</b> ★★★★★					
Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. <b>LxWxH</b> 4709x1827x1442 <b>Kerb weight</b> 1450kg					
<b>320i</b>	181	146	7.1	41.5-43.5	124-127
<b>330i</b>	254	155	5.8	38.2-41.5	134-139
<b>330e</b>	288	155	5.9	188.3-201.8	37-38
<b>M340i xDrive</b>	369	155	4.4	34.0-34.9	162
<b>318d</b>	148	132	8.3-8.4	52.3-55.4	109-116
<b>320d</b>	187	146	6.8-7.1	49.6-56.5	110-118
<b>320d xDrive</b>	187	144	6.9	47.1-49.6	119-121
<b>330d</b>	263	155	5.5	44.1-47.9	133-138
<b>330d xDrive</b>	263	155	5.1	42.2-47.1	136-140

<b>Power (bhp)</b>					
<b>Top speed (mph)</b>					
<b>0-60/0-120mph</b>					
<b>Economy (mpg)</b>					
<b>CO2 (g/km)</b>					

<b>3 Series Touring 5dr estate £35,235-£48,765</b> ★★★★★					
Towerng everyday appeal. Arguably the best all-rounder sensible money can buy. <b>LxWxH</b> 4620x1811x1430 <b>Kerb weight</b> 1565kg					
<b>330i</b>	254	155	5.9	39.2-40.4	139-146
<b>320d</b>	188	142	7.1-7.9	49.6-50.4	115-121</



	Power (bhp)	Top speed (mph)	0-60/0-120 (sec)	Economy (mpg)	CO <sub>2</sub> (g/km)
CADILLAC					
CTS-V 4dr saloon <b>£85,428</b> ★★★★★					
Eat your heart out, Germany - but lacks handling finesse of its European rivals. <b>LxWxH</b> 5050x1863x1447 <b>Kerb weight</b> 1850kg					
6.2 V8 RWD	640	199	3.7	TBC	TBC
Escalade 5dr SUV <b>£93,260</b> ★★★★★					
Cadillac's luxury SUV remains too large and ungainly for the UK. <b>LxWxH</b> 5179x2061x1896 <b>Kerb weight</b> 2635kg					
6.2 V8 AWD	420	112	6.7-6.9	TBC	TBC
CATERHAM					
Seven 2dr open <b>£26,490-£53,885</b> ★★★★★					
The 360 is the sweet spot in the revised range, giving the Seven just the right hit of performance. <b>LxWxH</b> TBC <b>Kerb weight</b> 490kg					
1.6 Sigma Ti-VCT 270	135	122	5.0	TBC	TBC
1.6 Sigma Ti-VCT 310	152	127	4.9	TBC	TBC
2.0 Duratec 360	180	130	4.8	TBC	TBC
2.0 Duratec 420	210	136	3.8	TBC	TBC
2.0 Supercharged 620S	310	145	3.4	TBC	TBC
2.0 Supercharged 620R	310	155	2.79	TBC	TBC
CHEVROLET					
Camaro 2dr coupé/convertible <b>£35,770-£47,850</b> ★★★★★					
An affordable American muscle car, but LHD only and less usable and unfined. <b>LxWxH</b> 4784x1897 <b>Kerb weight</b> 1539kg					
2.0 Turbo	268	149	5.9-6.1	TBC	TBC
6.2 V8	446	155-180	4.4-4.8	TBC	TBC
Corvette 2dr coupé/open <b>£72,945-£100,305</b> ★★★★★					
LHD only and less usable and less able than rivals, but disarming and inimitable. <b>LxWxH</b> 4492x1872x1239 <b>Kerb weight</b> 1539kg					
6.2 V8	459	180	4.1-4.2	TBC	TBC
6.2 V8 Z06	650	196	3.7-3.8	TBC	TBC
CITROEN					
C-Zero 5dr hatchback <b>£20,520</b> ★★★★★					
Well-engineered electric city car, but too expensive and lacks the range of rivals. <b>LxWxH</b> 3475x1475x1600 <b>Kerb weight</b> 1120kg					
Electric	64	80	15.9	TBC	0
C1 3dr hatch/5dr hatch <b>£10,140-£14,110</b> ★★★★★					
Slightly cheaper than its Toyota sibling but less visually charming. <b>LxWxH</b> 3455x1615x1460 <b>Kerb weight</b> 855kg					
1.0 VTi 72	71	99	12.6	TBC	TBC
C3 5dr hatchback <b>£13,050-£19,310</b> ★★★★★					
Funky, fresh look gives a lease of life, shame that underneath isn't the same. <b>LxWxH</b> 3996x1749x1474 <b>Kerb weight</b> 976kg					
1.2 PureTech 82	79	107	12.8	TBC	TBC
1.2 PureTech 110	107	117	9.3	TBC	TBC
1.6 BlueHdi 100	96	115	10.6	TBC	TBC
C3 Aircross 5dr hatchback <b>£16,655-£21,245</b> ★★★★★					
Funky-looking C3 gets a jacked-up, rugged SUV look. <b>LxWxH</b> 4155x1765x1637 <b>Kerb weight</b> 1088kg					
1.2 PureTech 82	79	103	15.9	TBC	TBC
1.2 PureTech 110	107	115	11.3	TBC	TBC
1.2 PureTech 130	127	124	10.4	TBC	TBC
1.6 BlueHdi 100	96	109	12.8	TBC	TBC
C4 Cactus 5dr hatchback <b>£19,070-£23,335</b> ★★★★★					
Interesting and novel to look at but flawed to drive. <b>LxWxH</b> 4157x1729x1480 <b>Kerb weight</b> 965kg					
1.2 PureTech 110	107	117	9.3-9.7	TBC	TBC
1.2 PureTech 130	128	120	8.2	TBC	TBC
1.6 BlueHdi 100	96	114	10.6-11.2	TBC	TBC
1.6 BlueHdi 120	118	125	8.7	TBC	TBC
C4 Spacetourer 5dr MPV <b>£22,780-£31,270</b> ★★★★★					
Plushness and an improved dynamic make for a better car. <b>LxWxH</b> 4438x1826x1610 <b>Kerb weight</b> 1280kg					
1.2 PureTech 130	126	125-128	10.1	TBC	TBC
1.6 BlueHdi 130	126	130	10.4	TBC	TBC
1.6 BlueHdi 160	158	131	8.9	TBC	TBC
Grand C4 Spacetourer 5dr MPV <b>£24,880-£33,070</b> ★★★★★					
Alternative MPV offers something fresh, comfy, spacious and quietly upmarket. <b>LxWxH</b> 4602x1826x1638 <b>Kerb weight</b> 1297kg					
1.2 PureTech 130	126	125-128	10.8	TBC	TBC
1.6 BlueHdi 130	126	130	11.3	TBC	TBC
1.6 BlueHdi 160	158	130	9.2	TBC	TBC
C5 Aircross 5dr SUV <b>£23,830-£32,730</b> ★★★★★					
Smooth-riding SUV has an easy-going nature, but not the most dynamic. <b>LxWxH</b> 4500x1859x1670 <b>Kerb weight</b> 1530kg					
1.2 PureTech 130	129	117	10.5	TBC	TBC
1.6 PureTech 180	178	134	8.2	TBC	TBC
1.5 BlueHdi 130	129	117	10.4	TBC	TBC
1.5 BlueHdi 180	174	131	8.6	TBC	TBC
Berlingo 5dr MPV <b>£19,430-£26,650</b> ★★★★★					
Boxy, slightly quirky and immensely practical van-based car returns to top form. <b>LxWxH</b> 4403x1921x1849 <b>Kerb weight</b> 1398kg					
1.2 PureTech 110	108	109	11.5	37.5-42.4	TBC
1.5 BlueHdi 75	75	95	16.5	TBC	TBC
1.5 BlueHdi 100	101	109	12.3	TBC	TBC
1.5 BlueHdi 130	128	116	10.3	TBC	TBC
CUPRA					
Ateca 5dr hatch <b>£35,900-£41,175</b> ★★★★★					
First model from Seat's stand-alone performance brand has decent pace and precision. <b>LxWxH</b> 4376x1814x1615 <b>Kerb weight</b> 1615kg					
2.0 TSi 300	296	153	5.2	TBC	TBC
DACIA					
Sandero 5dr hatch <b>£6995-£11,595</b> ★★★★★					
A clever budget prospect but its limitations are unavoidable, even after a smart facelift. <b>LxWxH</b> 4069x1733x1519 <b>Kerb weight</b> 969kg					
1.0 ScE 75	71	98	14.2	TBC	TBC
0.9 TcE 90	87	109	11.1	TBC	TBC
1.5 dCi 95	93	111	11.9	TBC	TBC
Sandero Stepway 5dr hatch <b>£9195-£12,055</b> ★★★★★					
A more expensive and slightly more rugged cheap car - but still limited. <b>LxWxH</b> 4089x1761x1555 <b>Kerb weight</b> 1040kg					
1.0 ScE 75	73	98	15.1	TBC	TBC
0.9 TcE 90	87	104	11.1	TBC	TBC
1.5 dCi 95	93	106	13	TBC	TBC
Logan MCV 5dr estate <b>£8495-£13,095</b> ★★★★★					
Lacks its stablemates' charms but retains their cheapness. <b>LxWxH</b> 4501x1733x1552 <b>Kerb weight</b> 980kg					
1.0 ScE 75	71	98	14.7	TBC	TBC
0.9 TcE 90	87	109	11.1	TBC	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO <sub>2</sub> (g/km)
1.5 dCi 95	93	111	11.8	TBC	TBC
<b>Logan MCV Stepway</b> 5dr estate <b>£12,695-£15,155</b> ★★★★★					
Given a rugged makeover but still lacks charm. Extremely practical, though. <b>LxWxH</b> 4528x1761x1559 <b>Kerb weight</b> 1090kg					
0.9 Tce 90	87	106	12.4	TBC	TBC
1.5 dCi 95	93	111	13.0	TBC	TBC
<b>Duster</b> 5dr SUV <b>£10,995-£19,955</b> ★★★★★					
A value champion. If cheap family transport is what you require, the Duster delivers. <b>LxWxH</b> 4315x2000x1625 <b>Kerb weight</b> 1147kg					
1.0 Tce 100 4x2	99	105	12.5	TBC	TBC
1.3 Tce 130 4x2	128	118	11.1	TBC	TBC
1.3 Tce 150 4x4	148	121	10.6	TBC	TBC
1.5 dCi 115 4x2	111	111	10.5	TBC	TBC
1.5 dCi 115 4x4	111	108	12.1	TBC	TBC
<b>DS</b>					
<b>3</b> 3dr hatch/2dr open <b>£19,480-£23,480</b> ★★★★★					
Premium-brand philosophy and aesthetics appeal, but the 3 lacks dynamic refinement. <b>LxWxH</b> 3948x1715x1483 <b>Kerb weight</b> 1090kg					
1.2 PureTech 110	107	117-118	9.6-10.2	39.1-44.8	TBC
<b>3 Crossback</b> 5dr SUV <b>£24,555-£34,705</b> ★★★★★					
First foray into compact SUVs comfortably competes with more established rivals. <b>LxWxH</b> 4118x1802x1534 <b>Kerb weight</b> 1205kg					
1.2 PureTech 100	98	112	10.9	46.0-52.0	TBC
1.2 PureTech 130	128	124	9.2	42.2-47.1	TBC
1.2 PureTech 155	153	129	8.2	41.7-45.7	TBC
1.5 BlueHDi 100	98	112	11.4	54.4-62.7	TBC
<b>7 Crossback</b> 5dr SUV <b>£27,435-£44,120</b> ★★★★★					
DS's first premium SUV certainly has the right price tag, equipment and appeal. <b>LxWxH</b> 4570x1895x1620 <b>Kerb weight</b> 1420kg					
1.2 PureTech 130	129	122	10.2	42.2-48.0	TBC
1.6 PureTech 180	178	137	8.9	35.2-38.5	TBC
1.6 PureTech 225 EAT8	218	141	8.3	33.6-36.5	TBC
1.5 BlueHDi 130	TBC	121	11.7	49.3-55.3	TBC
2.0 BlueHDi 180 EAT8	171	134	9.9	42.7	TBC
<b>FERRARI</b>					
<b>Portofino</b> 2dr open <b>£166,551</b> ★★★★★					
The entry-level Ferrari has the power, the looks and the touring ability. <b>LxWxH</b> 4586x1938x1318 <b>Kerb weight</b> 1664kg					
3.9T V8	591	199	3.5	14.7-28.0	230-436
<b>488</b> 2dr coupé/open <b>£197,418-£278,850</b> ★★★★★					
Calm ride mixed with explosive performance. <b>LxWxH</b> 4568x1952x1213 <b>Kerb weight</b> 1475kg					
3.9T V8 GTB	650	203-205	3.0	13.5-25.9	247-478
3.9T V8 Pista	710	212	2.85	15-26.2	245-430
3.9T V8 Pista Spider	710	211	2.85	15-26.2	245-430
<b>F8 Tributo</b> 2dr coupé <b>£203,476</b> ★★★★★					
The last hurrah for the pure internal combustion V8-powered mid-engined Ferrari. <b>LxWxH</b> 4611x1979x1206 <b>Kerb weight</b> 1435kg					
3.9T V8 Tributo	710	211	2.9	TBC	TBC
<b>GTCl4 Lusso</b> 2dr coupé <b>£200,890-£243,126</b> ★★★★★					
Another four-wheel-drive grand tourer Ferrari that is more usable than the FF. <b>LxWxH</b> 4922x1980x1383 <b>Kerb weight</b> 1865kg					
3.9T V8	592	198	3.5	13.5-25.2	253-477
6.3 V12	670	208	3.4	9.9-21.0	308-648
<b>812 Superfast</b> 2dr open <b>£263,033</b> ★★★★★					
More powerful than the F12, but with better road manners making it the star of the range. <b>LxWxH</b> 4657x1971x1276 <b>Kerb weight</b> 1630kg					
6.5 V12	777	211	2.9	11.2-20.0	320-572
<b>FIAT</b>					
<b>500</b> 3dr hatch/2dr open <b>£12,165-£20,995</b> ★★★★★					
Super desirable, super-cute city car. Pleasant, if not involving to drive. <b>LxWxH</b> 3571x1627x1488 <b>Kerb weight</b> 865kg					
1.2 69hp	68	99	12.9	44.1	TBC
0.9 Twinair 85	83	107	11.0	49.6	TBC
<b>500L</b> 5dr MPV <b>£17,910-£18,210</b> ★★★★★					
A costly option but has some style to fill out some of its missing substance. <b>LxWxH</b> TBC <b>Kerb weight</b> TBC					
1.4 95hp	93	103-111	12.8-13.2	34.0-34.9	TBC
<b>500X</b> 5dr hatch <b>£18,500-£24,700</b> ★★★★★					
Familiar styling works rather well as a crossover. Drives okay, too. <b>LxWxH</b> 4248x1796x1600 <b>Kerb weight</b> TBC					
1.6 E-Torq 110	108	112	11.5	36.7	TBC
1.0 Firefly Turbo 120hp	118	117	10.9	41.5	TBC
1.3 Firefly Turbo 150hp	148	124	9.1	40.9	TBC
<b>Panda</b> 5dr hatch <b>£10,080-£16,580</b> ★★★★★					
Hasn't kept pace with its rivals, but sells robust, practical charm better than most. <b>LxWxH</b> 3653x1643x1551 <b>Kerb weight</b> 940kg					
1.2 69hp	68	96-102	14.2-14.5	44.8	TBC
0.9 Twinair 85	83	103-110	11.2-12.1	37.2	TBC
<b>Tipo</b> 5dr hatch <b>£14,905-£19,575</b> ★★★★★					
A 90s reboot that has been on a diet. Decent to drive and ample interior space. <b>LxWxH</b> 4368x1792x1495 <b>Kerb weight</b> 1195kg					
1.4 95	93	115	12.1	36.2-36.7	TBC
1.4 T-Jet 120	118	124	9.6	36.7	TBC
1.6 Multijet 11 120	118	124	9.8-10.2	48.7-51.4	TBC
<b>Tipo Station Wagon</b> 5dr estate <b>£15,905-£17,905</b> ★★★★★					
Estate version is more practical, which mixes well with its driving characteristics. <b>LxWxH</b> 4571x1792x1514 <b>Kerb weight</b> 1205kg					
1.4 95	93	115	12.3	36.2	TBC
1.4 T-Jet 120	118	124	9.8	34.4-36.7	TBC
1.6 Multijet 11 120	118	124	10.1-10.4	48.7-50.4	TBC



	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO <sub>2</sub> (g/km)
<b>1.0 T-GDI 120 2WD</b>	118	112	12.0	44.1-44.8	TBC
<b>1.6 T-GDI 177PS 4WD</b>	175	127	7.9	34.0-33.6	TBC
<b>1.6 CRDI 115 2WD</b>	113	114	10.7	55.4-56.5	TBC
<b>1.6 CRDI 136 2WD</b>	134	119	10.2	52.3	TBC
<b>Electric 39kWh</b>	134	96	9.6	TBC	0
<b>Electric 64kWh</b>	201	104	7.6	TBC	0

**Nexo 5dr SUV £65,995** ★★★★★  
Impressive effort that heads in the right direction for fuel cell cars.  
**LxWxH** 4670x2060x1640 **Kerb weight** 1814kg  
**95kW fuel cell** 161 130 9.6 42mpkg 0

<b>Tucson 5dr SUV £22,045-£34,945</b> ★★★★★	
Glassy, roomy cabin and predictable handling. A very competitive SUV. <b>LxWxH</b> 4475x1850x1650 <b>Kerb weight</b> 1379kg	
<b>1.6 GDI 132PS</b>	130 113 11.5 35.3 TBC
<b>1.6 T-GDI 177PS</b>	175 125-126 8.9-9.2 34.9-36.2 TBC
<b>1.6 CRDI 115PS</b>	113 109 13.7 48.7-49.6 TBC
<b>1.6 CRDI 136PS</b>	134 114-116 10.6-12.0 45.6-47.1 TBC
<b>2.0 CRDI 185PS</b>	182 125 9.5 40.9 TBC

**Santa Fe 5dr SUV £33,425-£43,295** ★★★★★  
Another big Korean SUV with lots of space for not a lot of cash. Slack and comfy. **LxWxH** 4700x1880x1675 **Kerb weight** 1939kg  
**2.2 CRDI 200** 197 127 9.3-9.4 38.7-43.5 TBC  
**2.2 CRDI 200 AWD** 197 127 9.4-9.5 38.7-40.4 TBC

<b>JAGUAR</b>	
<b>XE 4dr saloon £31,505-£45,840</b> ★★★★★	
Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. <b>LxWxH</b> 4672x1967x1416 <b>Kerb weight</b> 1450kg	
<b>2.0d 163</b>	160 132-133 8.3-8.9 47.8-50.7 TBC
<b>2.0d 180</b>	177 140 7.6-7.9 45.7-51.1 TBC
<b>2.0d 180 AWD</b>	177 140 7.8 40.8-44.7 TBC
<b>2.0d 240 AWD</b>	236 155 6.1 38.9-42.5 TBC
<b>2.0t 200</b>	197 148 7.2 32.5-35.1 TBC
<b>2.0t 250</b>	246 155 6.2 32.6-25.1 TBC
<b>2.0t 300 AWD</b>	295 155 5.4 30.0-33.2 TBC

**XF 4dr saloon £34,950-£53,035** ★★★★★  
Outstandingly broad-batted dynamically, plus a pleasant cabin. **LxWxH** 4954x1987x1457 **Kerb weight** 1545kg  
**2.0d 163** 160 132 8.7 46.1-50.4 TBC  
**2.0d 180** 177 136 8.0-8.1 44.8-50.9 TBC  
**2.0d 180 AWD** 177 136 8.4 40.2-44.4 TBC  
**2.0d 240 AWD** 236 153 6.5 38.5-42.7 TBC  
**3.0d V6 300** 295 155 6.2 40.8-43.2 TBC  
**2.0t 250** 246 152 6.6 31.5-34.4 TBC  
**2.0t 300 AWD** 295 155 5.8 29.9-32.6 TBC

**XF Sportbrake 5dr estate £37,390-£55,035** ★★★★★  
Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4954x1987x1496 **Kerb weight** 1660kg  
**2.0d 163** 160 136 9.3-9.4 45.8-48.2 TBC  
**2.0d 180** 177 138 8.8 44.0-48.4 TBC  
**2.0d 180 AWD** 177 136 8.9 39.3-43.1 TBC  
**2.0d 240 AWD** 236 150 6.7 37.8-41.5 TBC  
**3.0d V6 300** 295 155 6.6 40.1-42.1 TBC  
**2.0t 250** 246 150 7.1 30.8-33.3 TBC  
**2.0t 300** 295 155 6.1 28.9-31.0 TBC

**XJ 4dr saloon £62,360-£83,105** ★★★★★  
Mixes dynamism and refinement so well, but not as spacious or cossetting as some. **LxWxH** 5130x1899x1460 **Kerb weight** 1835kg  
**3.0d V6 300** 295 155 6.2 35.7-36.3 TBC

**F-Type 2dr coupé £51,925-£113,085** ★★★★★  
A full-blooded assault on Porsche's backyard, with noise, power and beauty. **LxWxH** 4482x1923x1311 **Kerb weight** 1525kg  
**2.0t 300** 295 155 5.7 30.3-31.2 TBC  
**3.0s V6 340** 335 161 5.3-5.7 25.1-28.3 TBC  
**3.0s V6 380** 374 171 4.9-5.5 24.6-26.6 TBC  
**3.0s V6 380 AWD** 374 171 5.1 25.0-25.3 TBC  
**5.0s V8 550 RAWD** 542 186 4.1 25.7-25.9 TBC  
**5.0s V8 575 SVR AWD** 567 200 3.7 25.5 TBC

**F-Type Convertible 2dr open £57,405-£118,575** ★★★★★  
Costs serious money, but you get a serious car with a likeable wild side. **LxWxH** 4482x1923x1308 **Kerb weight** 1545kg  
**2.0t 300** 295 155 5.7 30.4-31.1 TBC  
**3.0s V6 340** 335 161 5.3-5.7 27.4-27.9 TBC  
**3.0s V6 380** 374 171 4.9-5.5 25.9-26.2 TBC  
**3.0s V6 380 AWD** 374 171 5.1 25.0-25.4 TBC  
**5.0s V8 550 RAWD** 542 186 4.1 25.7-26.0 TBC  
**5.0s V8 575 SVR AWD** 567 195 3.7 25.5 TBC

**E-Pace 5dr SUV £28,930-£46,060** ★★★★★  
Jaguar's second SUV looks enticing, but can it make an impact like the F-Pace's? **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg  
**2.0 D150** 148 124 9.5 39.1-42.6 TBC  
**2.0 D150 AWD** 148 120 9.9-10.1 36.3-41.7 TBC  
**2.0 D180 AWD** 177 127-128 8.7-9.4 36.1-41.1 TBC  
**2.0 D240 AWD** 236 139 7.0 34.5-36.9 TBC  
**2.0 P200 AWD** 198 134 7.7 27.8-30.1 TBC  
**2.0 P250 AWD** 245 143 6.6 27.1-29.5 TBC  
**2.0 P300 AWD** 295 151 5.9 26.2-28.1 TBC

**F-Pace 5dr SUV £36,520-£74,835** ★★★★★  
Credible first SUV effort is as refined and dynamic as a Jaguar should be. **LxWxH** 4746x2070x1667 **Kerb weight** 1690kg  
**2.0d 163** 160 121 10.2 40.9-44.8 TBC  
**2.0 20d 180** 177 129 8.5 39.9-43.4 TBC  
**2.0 20d 180 AWD** 177 129 8.7 36.8-40.0 TBC  
**2.0 25d 240 AWD** 236 135 7.2 35.4-38.5 TBC  
**3.0 V6 30d 300 AWD** 295 150 6.2 34.2-36.6 TBC  
**2.0 25t 250 AWD** 246 135 6.8 27.2-29.2 TBC  
**2.0 30t 300 AWD** 295 145 6.0 26.2-28.0 TBC  
**5.0 V8 SVR 550 AWD** 548 176 4.1 22.1 TBC

**I-Pace 5dr SUV £64,495-£74,995** ★★★★★  
Fast, refined and the first of its kind from a European manufacturer. **LxWxH** 4682x1895x1558 **Kerb weight** 2133kg  
**EV400** 398 124 4.5 TBC 0

<b>JEEP</b>	
<b>Compass 5dr SUV £23,755-£35,325</b> ★★★★★	
Wants to be a catch-all crossover, but is beaten by more road-focused rivals. <b>LxWxH</b> 4394x2033x1629 <b>Kerb weight</b> 1430kg	
<b>1.4 Multitair II 140</b>	138 119 9.9 TBC TBC
<b>1.4 Multitair II 170 4WD</b>	167 124 9.5 TBC TBC
<b>1.6d Multijet II 120</b>	118 115 11.0 TBC TBC
<b>2.0d Multijet II 140 4WD</b>	138 118 10.1 TBC TBC
<b>2.0d Multijet II 170 4WD</b>	167 122 9.5 TBC TBC

<b>Renegade 5dr SUV £23,500-£31,400</b> ★★★★★	
Middling compact crossover with chunky looks but no obvious charm. <b>LxWxH</b> 4236x1805x1667 <b>Kerb weight</b> 1346kg	
<b>1.0 GSE T3 120</b>	118 115 11.2 38.2 TBC
<b>1.3 GSE T4 150</b>	148 122 9.4 38.2-39.8 TBC
<b>1.6d Multijet II 120</b>	118 111 10.2 45.6-48.7 TBC
<b>2.0d Multijet II 140 4WD</b>	138 113 9.5-10.2 37.7-40.4 TBC
<b>2.0d Multijet II 170 4WD</b>	167 122 8.9 35.8 TBC

**Cherokee 5dr SUV £35,750** ★★★★★  
Hamstrung by poor UK specification. Uninspiring but practical and roomy. **LxWxH** 4624x1859x1670 **Kerb weight** 1738kg  
**2.2d Multijet 185 4WD** 182 127 8.8 TBC TBC

**Grand Cherokee 5dr SUV £49,880** ★★★★★  
The best Jeep on sale by some margin. Comfortable and well-equipped. **LxWxH** 4828x1943x1792 **Kerb weight** 2266kg  
**3.0 Multijet 250 4WD** 247 126 8.2 TBC TBC

**Wrangler 2dr/4dr SUV £44,865-£48,365** ★★★★★  
Heavy-duty off-roader goes anywhere, but lacks on-road manners. **LxWxH** 4223x1873x1840 **Kerb weight** 1827kg  
**2.2d Multijet II 200 4WD** 197 114 9.5 28.8-30.4 TBC

<b>KIA</b>	
<b>Picanto 5dr hatch £9720-£14,720</b> ★★★★★	
Nice drive and cabin, but now overshadowed by rivals. <b>LxWxH</b> 3595x1406x1485 <b>Kerb weight</b> 935kg	
<b>1.0 MPI</b>	66 100 13.8 49.6-50.4 127-129
<b>1.0 T-GDI</b>	99 112 10.1 48.7 133
<b>1.25 MPI</b>	83 100-107 11.6-13.2 42.2-49.6 129-151

**Rio 5dr hatch £12,220-£18,010** ★★★★★  
Looks great and is well-priced, but nowhere near its European rivals. **LxWxH** 4065x1725x1445 **Kerb weight** 1155kg  
**1.0 T-GDI 99** 99 115 10.3 48.7 132-133  
**1.0 T-GDI 118** 118 118 9.8 44.8-47.1 137-142  
**1.25 MPI** 83 107 12.5 45.6-46.3 138-140  
**1.4 MPI** 98 103-108 11.8-13.4 42.2-46.3 138-151

**Ceed 5dr hatch £18,295-£27,185** ★★★★★  
Third-generation hatchback can now compete for class honours. **LxWxH** 4310x1800x1447 **Kerb weight** 1315kg  
**1.0 T-GDI 118** 118 116 10.9 47.9-50.4 127-134  
**1.4 T-GDI 138** 138 128-130 8.6-8.9 43.5-46.3 139-148  
**1.6 T-GDI 201** 201 142 7.5 38.2 169  
**1.6 CRDI 114** 114 118 10.6 57.6-58.9 126-129  
**1.6 CRDI 134** 134 122 10.2 57.6 129

**Ceed Sportswagon 5dr estate £19,295-£28,600** ★★★★★  
All of the above, but with cavernous, more practical load space. **LxWxH** 4600x1800x1465 **Kerb weight** 1389kg  
**1.0 T-GDI 118** 118 118 10.9 47.1 136-137  
**1.4 T-GDI 138** 138 128-130 8.8-9.1 41.1-45.6 141-146  
**1.6 CRDI 114** 114 119 10.7 56.5-58.9 127-132

**Proceed 5dr hatch £23,840-£28,140** ★★★★★  
Alluring and interesting, but not quite as special to drive as it looks. **LxWxH** 4605x1800x1422 **Kerb weight** 1405kg  
**1.4 T-GDI 138** 138 127-130 8.8-9.1 42.8-45.6 142-150  
**1.6 T-GDI 201** 201 140 7.2 39.3 163  
**1.6 CRDI 134** 134 124 9.8-10.0 54.3-56.5 132-136

**Soul 5dr hatch £14,725-£30,495** ★★★★★  
Looks divide opinion. Better value now but still hardly the best option. **LxWxH** 4140x1800x1600 **Kerb weight** 1275kg  
**1.6 GDI 130** 130 115 10.6 TBC TBC  
**1.6 T-GDI 201** 201 122 7.5 TBC TBC  
**1.6 CRDI 134** 134 112-113 10.7-10.8 TBC TBC  
**27kWh Electric Drive** 109 90 11.0 TBC 0

**Optima 4dr saloon £22,260-£25,700** ★★★★★  
Looks the part but is well off the pace set by its European rivals. **LxWxH** 4855x1860x1465 **Kerb weight** 1590kg  
**1.6 CRDI 134** 134 121-122 10.6-11.2 53.3-54.3 137-139

**Optima Sportswagon 5dr estate £23,100-£38,995** ★★★★★  
Engine and finish leave it well behind rival European estates. **LxWxH** 4855x1860x1465 **Kerb weight** 1620kg  
**1.6 CRDI 134** 134 124 9.8-10.7 51.4-52.3 140-143  
**2.0 T-GDI 241** 241 144 7.3 31.7-32.5 198-203  
**2.0 GDI PHEV** 202 119 9.1 188.3 34

**Stinger 4dr saloon £32,435-£40,535** ★★★★★  
Sleek coupé-shaped saloon has the appeal and dynamics to rival Europe's best. **LxWxH** 4830x1870x1400 **Kerb weight** 1717kg  
**2.0 T-GDI** 244 149 5.8 29.4 217  
**3.3 V6 T-GDI** 365 168 4.7 27.7 233  
**2.2 CRDI** 197 143 7.3 40.9 179

**Venga 5dr hatch £15,625-£19,520** ★★★★★  
A versatile interior, but firm ride and high price disappoint. **LxWxH** 4075x1765x1600 **Kerb weight** 1253kg  
**1.6** 123 111-115 10.4-11.1 34.4-37.2 172-187

**Carens 5dr MPV £19,505-£28,445** ★★★★★  
Nicely up to scratch without feeling cheap or austere, but no class leader. **LxWxH** 4525x1805x1605 **Kerb weight** 1483kg  
**1.6 GDI** 133 115 10.9 TBC TBC  
**1.7 CRDI 114** 114 110 12.7 TBC TBC  
**1.7 CRDI 139** 139 117-120 10.0-10.9 TBC TBC

**Niro 5dr SUV £23,490-£30,845** ★★★★★  
Kia's first full hybrid is a solid attempt, but it lacks the refinement of better rivals. **LxWxH** 4355x1805x1545 **Kerb weight** 1500kg  
**1.6 GDI Hybrid** 139 101 11.1 TBC TBC  
**1.6 GDI Hybrid PHEV** 139 107 10.4 TBC TBC

**Stonic 5dr SUV £16,540-£21,200** ★★★★★  
Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg  
**1.4 MPI** 98 107 12.2 45.6 141  
**1.0 T-GDI** 118 115 9.9 46.3-47.1 137-138  
**1.6 CRDI** 108 112 10.9 57.6 128

**Sportage 5dr SUV £20,305-£34,545** ★★★★★  
Good ride, handling and usability. Looks good and is decent value. **LxWxH** 4480x1855x1635 **Kerb weight** 1454kg  
**1.6 GDI** 130 113 11.1 34.9-35.7 179-184  
**1.6 T-GDI** 174 127 8.9 34.4-34.9 184-187  
**1.6 T-GDI AWD** 174 125-126 8.8-9.2 31.7-32.5 198-203  
**1.6 CRDI 114** 114 109 11.4 49.6 150  
**1.6 CRDI 134** 134 112 10.8-11.4 44.8-47.1 158-167  
**1.6 CRDI 134 AWD** 134 112 11.6 42.8-43.5 169-173  
**2.0 CRDI 182 48V AWD** 182 125 9.2 39.8-40.4 183-186

**Sorento 5dr SUV £30,225-£42,925** ★★★★★  
Kia moves upmarket with a smart, well-priced and nicely appointed seven-seater. **LxWxH** 4780x1890x1685 **Kerb weight** 1932kg  
**2.2 CRDI** 197 127 9.0-9.6 37.7-41.5 177-196

<b>KTM</b>	
<b>X-Bow 0dr open £57,345-£70,717</b> ★★★★★	
Eccentric looks and sharp handling but expensive. <b>LxWxH</b> 3738x1915x1202 <b>Kerb weight</b> 847kg	
<b>2.0 R</b>	290 143 3.9 TBC TBC
<b>2.0 GT</b>	280 143 4.1 TBC TBC

**LAMBORGHINI**

**Huracán 2dr coupé £162,900-£238,000** ★★★★★  
Junior Lambo mixes usability and drama skilfully. Performante is the most rounded. **LxWxH** 4459x1924x1165 **Kerb weight** 1389kg  
**5.2 V10** 572 198 3.4 21.4 332  
**5.2 V10 Evo** 631 201 2.9 20.3 332  
**5.2 V10 Performante** 631 201 2.9 19.7 357

**Aventador 2dr coupé £278,000-£360,000** ★★★★★  
Big, hairy V12 has astonishing visuals and performance. Handling could be sweeter. **LxWxH** 4797x2030x1136 **Kerb weight** 1575kg  
**6.5 V12 S** 730 217 2.9 15.4 499  
**6.5 V12 SVJ** 759 217 2.8 15.8 486

**Urus 2dr coupé £159,925** ★★★★★  
Lambo's second SUV is more alluring and aims to use the V8's power better. **LxWxH** 5112x2016x1638 **Kerb weight** 2200kg  
**4.0 V8** 631 189 3.6 22.2 325

**LAND ROVER**

**Range Rover Evoque 5dr SUV £31,295-£49,565** ★★★★★  
Refined, luxurious baby Range Rover has matured for its second generation. **LxWxH** 4371x1996x1649 **Kerb weight** 1891kg  
**2.0 e04** 145 113 10.6 TBC TBC  
**2.0 P200** 198 134 8.0 29.1-31.3 TBC  
**2.0 P250** 248 143 7.0 29.1-31.2 TBC  
**2.0 P300** 298 150 6.3 28.9-30.9 TBC  
**2.0 D150** 148 125 10.5 42.1-44.9 TBC  
**2.0 D150 AWD** 148 122 11.2 39.9-40.0 TBC  
**2.0 D180** 178 127 9.3 38.2-41.5 TBC  
**2.0 D240** 238 140 7.2 37.8-40.9 TBC

**Range Rover Velar 5dr SUV £45,260-£86,685** ★★★★★  
Dubbed the most car-like Landie ever and it doesn't disappoint. Expensive. **LxWxH** 4803x2032x1665 **Kerb weight** 1829kg  
**2.0 P250** 248 135 7.1 27.7-30.8 TBC  
**2.0 P300** 298 145 6.2 26.9-29.8 TBC  
**5.0 V8 P550 SVAD** 548 170 4.5 23.0 TBC  
**2.0 D180** 178 120 8.9 37.8-42.0 TBC  
**2.0 D240** 238 135 7.4 36.5-41.1 TBC  
**3.0 V6 D275** 272 135 7.0 34.7-38.0 TBC  
**3.0 V6 D300** 298 150 6.7 34.7-38.0 TBC

**Range Rover Sport 5dr SUV £68,155-£101,810** ★★★★★  
Bigger and better, a cut-price Range Rover rather than a jumped-up Discovery. **LxWxH** 4850x2073x1780 **Kerb weight** 211kg  
**2.0 P300** 298 125 7.3 24.0-26.1 TBC  
**2.0 P400e PHEV** 401 137 6.7 75.3-86.9 TBC  
**3.0 P400** 398 140 6.2 24.9-27.4 TBC  
**5.0 V8 P525** 522 155 5.3 18.9-20.2 TBC  
**5.0 V8 P575 SVR** 572 176 4.5 18.9 TBC  
**3.0 SDV6** 302 140 7.1 28.5-32.0 TBC  
**4.4 SDV8** 336 140 7.2 25.5-27.0 TBC

**Range Rover 5dr SUV £83,655-£115,875** ★★★★★  
Wherever you are, the Rangie envelops you in a lavish, invincible sense of occasion. **LxWxH** 4999x2220x1835 **Kerb weight** 2249kg  
**3.0 SDV6** 272 130 7.9 29.1-31.5 TBC  
**4.4 SDV8** 336 135 7.3 25.4-26.6 TBC  
**3.0 P400** 398 140 6.3 25.1-26.7 TBC  
**2.0 P400e** 399 137 6.8 75.7-85.1 TBC  
**5.0 V8 P525** 522 155 5.4 18.9-20.0 TBC  
**5.0 V8 P565 SVAD** 562 155 5.4 18.9 TBC

**Discovery Sport 5dr SUV £31,575-£42,475** ★★★★★  
Seven seats, at home on-road and off-road, plus new-found desirability. **LxWxH** 4599x2069x1724 **Kerb weight** 1732kg  
**2.0 D150** 148 121 10.5 42.



	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO <sub>2</sub> (g/km)
<b>CX-5</b> 5dr SUV <b>£24,795-£34,395</b> ★★★★★☆					
Offers powerful diesel engines and strong performance, plus a welcoming interior. <b>LxWxH</b> 4550x1840x1675 <b>Kerb weight</b> 1575kg					
<b>2.0 Skyactiv-G 165</b>	162	125	10.3	36.7-38.2	TBC
<b>2.2 Skyactiv-D 150</b>	148	112-127	9.4-10.3	43.5-49.6	TBC
<b>2.2 Skyactiv-D 184</b>	181	129	9.6	39.8-42.8	TBC

<b>MX-5</b> 2dr open <b>£18,995-£25,795</b> ★★★★★★					
Brilliantly packaged, priced and perfectly poised but more vibrant than the original. <b>LxWxH</b> 3915x1735x1225 <b>Kerb weight</b> 1050kg					
<b>1.5 Skyactiv-G 132</b>	129	127	8.3	44.1	TBC
<b>2.0 Skyactiv-G 184</b>	181	136	6.5	40.4	TBC

<b>MX-5 RF</b> 2dr open <b>£22,595-£29,195</b> ★★★★★★					
Remains perfectly poised and vibrant, even with a folding metal roof. <b>LxWxH</b> 3915x1735x1230 <b>Kerb weight</b> 1090kg					
<b>1.5 Skyactiv-G 132</b>	129	128	8.6	44.1	TBC
<b>2.0 Skyactiv-G 184</b>	181	124-126	7.9-8.7	37.7-40.4	TBC

McLAREN					
<b>540C</b> 2dr coupé <b>£126,055</b> ★★★★★☆					
The affordable end of McLaren's spectrum isn't any less enthralling to drive. <b>LxWxH</b> 4530x2095x1202 <b>Kerb weight</b> 1449kg					
<b>3.8 V8</b>	533	199	3.5	23.2	276

<b>570S</b> 2dr coupé/open <b>£145,305-£164,750</b> ★★★★★★					
Blisteringly fast and exciting supercar-slayer with hugely appealing handling. <b>LxWxH</b> 4530x2095x1202 <b>Kerb weight</b> 1440kg					
<b>3.8 V8</b>	562	204	3.1	23.2	276

<b>570GT</b> 2dr coupé <b>£154,000</b> ★★★★★★					
The 570GT retains the lusty, fast appeal of its sister car, even with added practicality. <b>LxWxH</b> 4530x2095x1201 <b>Kerb weight</b> 1498kg					
<b>3.8 V8</b>	562	204	3.3	23.2	276

<b>600LT</b> 2dr coupé <b>£185,500</b> ★★★★★★					
Lighter, faster and more athletic than the 570S. McLaren at its very best. <b>LxWxH</b> 4604x2095x1191 <b>Kerb weight</b> 1356kg					
<b>3.8 V8</b>	592	204	2.9	23.2	277

<b>720S</b> 2dr coupé <b>£218,020</b> ★★★★★★					
The start of an era for McLaren and what a way to begin it is. <b>LxWxH</b> 4543x2059x1196 <b>Kerb weight</b> 1419kg					
<b>4.0 V8</b>	710	212	2.9	23.2	276

<b>GT</b> 2dr coupé <b>£163,000</b> ★★★★★★					
Woking's most user-friendly car to date is still a McLaren first and foremost. <b>LxWxH</b> 4683x2095x1213 <b>Kerb weight</b> 1530kg					
<b>4.0 V8</b>	612	203	3.2	23.7	270

<b>Senna</b> 2dr coupé <b>£750,000</b> ★★★★★★					
Astounding circuit performance made superbly accessible. <b>LxWxH</b> 4744x2155x1229 <b>Kerb weight</b> 1309kg					
<b>4.0 V8</b>	789	208	2.8	22.7	280

MERCEDES-BENZ					
<b>A-Class</b> 5dr hatch <b>£23,075-£35,580</b> ★★★★★☆					
A little bit of luxury in a desirable, hatchback-sized package. <b>LxWxH</b> 4419x1992x1440 <b>Kerb weight</b> 1445kg					
<b>1.3 A180</b>	136	134	9.2	42.2-47.9	TBC
<b>1.3 A200</b>	163	140	8.2	40.9-47.9	TBC
<b>2.0 A220</b>	187	149	6.9	37.7-41.5	TBC
<b>2.0 A220 4Matic</b>	187	146	6.9	35.8-39.8	TBC
<b>2.0 A250</b>	224	155	6.2	37.7-41.5	TBC
<b>2.0 AMG A35 4Matic</b>	302	165	4.7	33.6-35.8	TBC
<b>1.5 A180d</b>	116	126	10.5	53.3-61.4	TBC
<b>2.0 A200d</b>	148	137	8.1	53.3-58.9	TBC
<b>2.0 A220d</b>	187	146	7.0	52.3-57.7	TBC

<b>A-Class Saloon</b> 4dr saloon <b>£26,725-£36,485</b> ★★★★★☆					
Larger, more grown-up A-Class adds premium touch to smallest Merc saloon. <b>LxWxH</b> 4549x1796x1446 <b>Kerb weight</b> 1465kg					
<b>1.3 A180</b>	133	134	8.9	42.8-48.7	TBC
<b>1.3 A200</b>	161	143	8.1-8.3	42.8-48.7	TBC
<b>2.0 A220</b>	188	150	7.0	38.2-42.2	TBC
<b>2.0 A220 4Matic</b>	188	147	7.0	36.2-40.9	TBC
<b>2.0 A250</b>	222	155	6.3	38.2-42.2	TBC
<b>2.0 AMG A35</b>	302	155	4.8	32.9-36.7	TBC
<b>1.5 A180d</b>	114	128	10.6	56.5-64.2	TBC

<b>B-Class</b> 5dr hatch <b>£26,975-£32,375</b> ★★★★★☆					
A slightly odd prospect, but practical and classy nonetheless. <b>LxWxH</b> 4393x1786x1557 <b>Kerb weight</b> 1395kg					
<b>1.3 B180</b>	136	132	9.0	40.4-47.1	TBC
<b>1.3 B200</b>	163	139	8.2	39.8-46.3	TBC
<b>1.5 B180d</b>	116	124	10.7	51.4-60.1	TBC
<b>2.0 B200d</b>	148	136	8.3	51.4-57.7	TBC
<b>2.0 B220d</b>	187	145	7.2	50.4-56.5	TBC

<b>C-Class</b> 4dr saloon <b>£30,845-£75,733</b> ★★★★★☆					
Merc ramps up the richness, but the engines and dynamics aren't refined enough. <b>LxWxH</b> 4686x1810x1442 <b>Kerb weight</b> 1450kg					
<b>1.6 C180</b>	156	140	8.2-8.3	37.7-43.5	TBC
<b>1.5 C200</b>	181	149	7.7	37.7-43.5	TBC
<b>1.5 C200 4Matic</b>	181	145	8.1	35.3-39.8	TBC
<b>2.0 C300</b>	258	155	5.9	35.3-39.8	TBC
<b>3.0 V6 AMG C43 4Matic</b>	385	155	4.7	28.0-29.4	TBC
<b>4.0 V8 AMG C63</b>	469	155	4.1	25.5-25.9	TBC
<b>4.0 V8 AMG C63 S</b>	503	180	4.0	25.5-25.9	TBC
<b>1.6 C200d</b>	158	140	7.9-8.5	48.7-61.4	TBC
<b>2.0 C220d</b>	192	149	6.9	45.6-53.3	TBC
<b>2.0 C220d 4Matic</b>	192	145	6.9	40.9-47.9	TBC
<b>2.0 C300d</b>	241	155	5.9	43.5-49.6	TBC
<b>2.0 C300d 4Matic</b>	241	155	5.8	42.2-47.9	TBC

<b>C-Class Estate</b> 5dr estate <b>£32,045-£79,528</b> ★★★★★☆					
Decent practicality and fantastic interior. It's a shame that it's only ordinary to drive. <b>LxWxH</b> 4702x1810x1457 <b>Kerb weight</b> 1495kg					
<b>1.6 C180</b>	156	138-139	8.4-8.5	34.0-42.2	TBC
<b>1.5 C200</b>	181	146	7.9	36.7-40.9	TBC
<b>1.5 C200 4Matic</b>	181	143	8.4	34.5-38.7	TBC
<b>2.0 C300</b>	258	155	6.0	34.5-38.7	TBC
<b>3.0 V6 AMG C43 4Matic</b>	385	155	4.8	27.4-28.8	TBC
<b>4.0 V8 AMG C63</b>	469	155	4.2	25.0-25.5	TBC
<b>4.0 V8 AMG C63 S</b>	503	174	4.1	24.8-25.5	TBC
<b>1.6 C200d</b>	158	137	8.2-8.7	47.1-57.7	TBC
<b>2.0 C220d</b>	192	145	7.0	44.8-51.4	TBC
<b>2.0 C220d 4Matic</b>	192	142	7.4	41.5-46.3	TBC
<b>2.0 C300d</b>	241	155	6.0	42.8-47.9	TBC
<b>2.0 C300d 4Matic</b>	241	155	6.0	41.5-47.1	TBC

<b>C-Class Coupé</b> 2dr coupé <b>£35,285-£78,023</b> ★★★★★☆					
Nice balance of style, usability and driver reward. <b>LxWxH</b> 4696x1810x1405 <b>Kerb weight</b> 1505kg					
<b>1.6 C180</b>	156	140	8.5	35.3-42.8	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO <sub>2</sub> (g/km)
<b>1.5 C200</b>	181	149	7.9	37.7-42.2	TBC
<b>1.5 C200 4Matic</b>	181	145	8.4	35.3-39.8	TBC
<b>2.0 C300</b>	258	155	6.0	35.8-39.8	TBC
<b>3.0 V6 AMG C43 4Matic</b>	385	155	4.7	28.0-29.4	TBC
<b>4.0 V8 AMG C63</b>	469	155	4.0	25.0-25.5	TBC
<b>4.0 V8 AMG C63 S</b>	503	180	3.9	25.0-25.5	TBC
<b>2.0 C220d</b>	192	149	7.0	46.3-52.3	TBC
<b>2.0 C220d 4Matic</b>	192	145	7.3	42.8-47.9	TBC
<b>2.0 C300d</b>	241	155	6.0	44.1-49.6	TBC
<b>2.0 C300d 4Matic</b>	241	155	6.0	42.8-48.7	TBC

<b>C-Class Cabriolet</b> 2dr open <b>£39,104-£93,036</b> ★★★★★☆					
Take all the good bits about the coupe and add the ability to take the roof off. Bingo. <b>LxWxH</b> 4686x1810x1409 <b>Kerb weight</b> 1645kg					
<b>1.6 C180</b>	156	137-138	8.9	33.6-41.5	TBC
<b>1.5 C200</b>	181	146	8.5	36.2-40.4	TBC
<b>1.5 C200 4Matic</b>	181	143	8.8	33.2-38.2	TBC
<b>2.0 C300</b>	258	155	6.2	34.0-37.7	TBC
<b>3.0 V6 AMG C43 4Matic</b>	385	155	4.8	27.4-28.5	TBC
<b>4.0 V8 AMG C63</b>	469	155	4.2	24.6-24.8	TBC
<b>4.0 V8 AMG C63 S</b>	503	174	4.1	24.4-24.8	TBC
<b>2.0 C220d</b>	191	145	7.5	44.8-49.6	TBC
<b>2.0 C220d 4Matic</b>	191	142	7.8	40.9-46.3	TBC
<b>2.0 C300d</b>	242	155	6.3	42.2-47.1	TBC

<b>E-Class</b> 4dr saloon <b>£38,065-£94,725</b> ★★★★★☆					
A wee bit pricey, and less sporting than its rivals, but still comfy and luxurious. <b>LxWxH</b> 4940x1852x1452 <b>Kerb weight</b> 1680kg					
<b>2.0 E220d</b>	189	149	7.3	43.5-51.4	TBC
<b>2.0 E220d 4Matic</b>	189	149	7.5	42.8-47.9	TBC
<b>2.0 E300de</b>	329	155	5.5	134.5-156.9	TBC
<b>2.0 E300de</b>	312	155	5.7	176.6-201.8	TBC
<b>3.0 E400d 4Matic</b>	335	155	4.9	37.7-42.8	TBC
<b>3.0 AMG E53 4Matic+</b>	429	155	4.5	29.7-31.4	TBC
<b>4.0 V8 AMG E63 S 4Matic+</b>	594	155	3.4	22.8-23.7	TBC

<b>E-Class Estate</b> 5dr estate <b>£40,065-£96,725</b> ★★★★★☆					
Far more practical than its rivals, but pricier and less sporty than those closest to it. <b>LxWxH</b> 4933x1852x1475 <b>Kerb weight</b> 1780kg					
<b>2.0 E220d</b>	189	146	7.7	41.5-47.1	TBC
<b>2.0 E220d 4Matic</b>	189	145	7.8	40.9-44.8	TBC
<b>2.0 E300de</b>	312	155	5.8	166.2-176.6	TBC
<b>3.0 V6 E400d 4Matic</b>	335	155	5.1	37.2-40.9	TBC
<b>2.0 E200</b>	181	144	8.1	31.0-35.3	TBC
<b>3.0 V6 AMG E53 4Matic+</b>	429	155	4.5	29.4-30.7	TBC
<b>4.0 V8 AMG E63 S 4Matic+</b>	594	155	3.5	22.6-23.3	TBC

<b>E-Class Coupé</b> 2dr coupé <b>£41,370-£64,740</b> ★★★★★☆					
Big, laid-back four-seat tourer. Borrows looks from the ravishing S-Class Coupé. <b>LxWxH</b> 4846x1860x1431 <b>Kerb weight</b> 1685kg					
<b>2.0 E300</b>	237	155	6.4	31.0	TBC
<b>2.0 E350</b>	295	155	5.9	TBC	TBC
<b>3.0 E450 4Matic</b>	362	155	5.6	29.1-31.4	TBC
<b>3.0 AMG E53 4Matic+</b>	429	155	4.4	30.1-31.4	TBC
<b>2.0 E220d</b>	189	150	7.4	43.5-50.4	TBC
<b>2.0 E220d 4Matic</b>	189	149	7.6	42.2-47.1	TBC
<b>3.0 E400d 4Matic</b>	335	155	5.1	38.2-42.2	TBC

<b>E-Class Cabriolet</b> 2dr open <b>£45,865-£69,235</b> ★★★★★☆					
Refined and sophisticated four-seater in the same mould as the S-Class Cabriolet. <b>LxWxH</b> 4846x1860x1429 <b>Kerb weight</b> 1780kg					
<b>2.0 E300</b>	237	155	6.6	30.0	TBC
<b>2.0 E350</b>	295	155	6.1	TBC	TBC
<b>3.0 E450 4Matic</b>	362	155	5.8	28.8-30.7	TBC
<b>3.0 AMG E53 4Matic</b>	429	155	4.5	29.7-30.7	TBC
<b>2.0 E220d</b>	192	147	7.7	42.8-48.7	TBC
<b>2.0 E220d 4Matic</b>	192	145	7.9	41.5-45.6	TBC
<b>3.0 E400d 4Matic</b>	335	155	5.2	37.7-40.9	TBC

<b>S-Class</b> 4dr saloon <b>£75,285-£189,260</b> ★★★★★★					
Mercedes has given the S-Class a refresh and an added boost of tech. <b>LxWxH</b> 5141x1905x1498 <b>Kerb weight</b> 1970kg					
<b>3.0 V6 S450 L</b>	389	155	5.1	33.2-26.2	TBC
<b>3.0 V6 S500 L</b>	457	155	4.8	33.2-36.2	TBC
<b>3.0 V6 S560e L</b>	472	155	5.0	104.6-128.4	TBC
<b>4.0 V8 AMG S63</b>	594	155	4.3	23.2-24.4	TBC
<b>6.0 V12 AMG S65</b>	611	155	4.2	18.6	TBC
<b>6.0 V12 S650 Maybach</b>	611	155	4.7	19.5-20.0	TBC
<b>2.9 S350d</b>	282	155	6.0	38.7-44.1	TBC
<b>2.9 S400d</b>	335	155	5.4	38.7-44.1	TBC

<b>S-Class Coupé</b> 2dr coupé <b>£105,875-</b>
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	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO <sub>2</sub> (g/km)
<b>1.5 dCi 110</b>	108	109	11.2	49.6	TBC
<b>Qashqai 5dr SUV £19,995-£31,145 ★★★★★</b>					
The defining modern crossover. The Mk2 is better in all areas, hence its popularity. <b>LxWxH</b> 4394x1806x1590 <b>Kerb weight</b> 1331kg					
<b>1.3 DIG-T 140</b>	138	120	10.5	40.1-41.4	TBC
<b>1.3 DIG-T 160</b>	158	123-124	8.9-9.9	40.0-41.4	TBC
<b>1.5 dCi 115</b>	113	112	12.3	51.9-53.7	TBC
<b>1.7 dCi 150</b>	148	119	9.5	46.4-50.2	TBC

<b>X-Trail 5dr SUV £29,930-£37,525 ★★★★★</b>					
There aren't many cheaper ways of owning an SUV. Has a better range of engines, too. <b>LxWxH</b> 4640x1820x1710 <b>Kerb weight</b> 1505kg					
<b>1.6 dCi 130</b>	128	111-116	10.5-11.4	TBC	TBC
<b>1.6 dCi 130 4WD</b>	128	115	11.0	TBC	TBC
<b>1.6 DIG-T 163</b>	160	124	9.7	TBC	TBC
<b>2.0 dCi 177</b>	174	123	9.6	TBC	TBC
<b>2.0 dCi 177 4WD</b>	174	121-126	9.4-10.0	TBC	TBC

<b>370Z 2dr coupé £29,805-£40,305 ★★★★★</b>					
Old-school and profoundly mechanical coupé. The Healey 3000 of today - but meaner. <b>LxWxH</b> 4265x1845x1315 <b>Kerb weight</b> 1496kg					
<b>3.7 V6</b>	323	155	5.3	23.3-23.6	TBC
<b>3.7 V6 Nismo</b>	339	155	5.2	23.2	TBC

<b>GT-R 2dr coupé £81,995-£151,995 ★★★★★</b>					
Monstrously fast Nissan has been tweaked and sharpened. Still a blunt object, though. <b>LxWxH</b> 4710x1895x1370 <b>Kerb weight</b> 1725kg					
<b>3.8 V6</b>	562	196	TBC	20.2	TBC
<b>3.8 V6 Nismo</b>	591	196	TBC	19.6	TBC

NOBLE					
<b>M600 2dr coupé £248,000-£287,600 ★★★★★</b>					
Deliciously natural and involving, a bit ergonomically flawed. <b>LxWxH</b> TBC <b>Kerb weight</b> 1198kg					
<b>4.4 V8</b>	662	225	TBC	TBC	TBC

PEUGEOT					
<b>10n 5dr hatch £20,534 ★★★★★</b>					
Good electric powertrain; looks extremely old hat against better EV rivals. <b>LxWxH</b> 3474x1475x1608 <b>Kerb weight</b> 1120kg					
<b>47kW</b>	62	81	15.9	TBC	0

<b>108 3dr/5dr hatch £9690-£14,985 ★★★★★</b>					
Sister car to the Aygo - and a distant second to most city car rivals. <b>LxWxH</b> 3475x1615x1460 <b>Kerb weight</b> 840kg					
<b>1.0 72</b>	71	100	13.0	53.5-57.3	TBC
<b>1.0 72 2-Tronic</b>	71	100	15.2	51.6-55.0	TBC

<b>208 3dr/5dr hatch £14,900-£18,735 ★★★★★</b>					
A big improvement for Peugeot, if not for the supermini class. <b>LxWxH</b> 3475x1615x1460 <b>Kerb weight</b> 1065kg					
<b>1.2 PureTech 82</b>	79	109-111	12.2-14.5	46.6-51.5	TBC
<b>1.2 PureTech 110</b>	107	118	9.8-9.6	39.1-46.5	TBC
<b>1.5 BlueHDI 100</b>	102	117	10.7	55.6-67.7	TBC

<b>308 5dr hatch £20,000-£29,920 ★★★★★</b>					
Classy all-round appeal makes it a serious contender, but rear space is a little tight. <b>LxWxH</b> 4253x1804x1457 <b>Kerb weight</b> 1190kg					
<b>1.2 PureTech 110</b>	107	117	11.1	40.4-47.7	TBC
<b>1.2 PureTech 130</b>	126	128-129	9.1-9.6	41.3-48.9	TBC
<b>1.6 PureTech 225</b>	224	146	7.4	36.9-40.1	TBC
<b>1.6 PureTech 260</b>	259	155	6.0	37.8	TBC
<b>1.6 BlueHDI 100</b>	99	112	12.2	54.9-63.8	TBC
<b>1.5 BlueHDI 130</b>	126	127	9.8	53.2-62.7	TBC
<b>2.0 BlueHDI 180 EAT8</b>	175	140	8.2	45.0-49.4	TBC

<b>308 SW 5dr estate £20,950-£29,330 ★★★★★</b>					
Estate bodystyle enjoys the classy appeal of the hatchback. <b>LxWxH</b> 4585x1563x1472 <b>Kerb weight</b> 1190kg					
<b>1.2 PureTech 110</b>	107	117	11.6	40.4-47.7	TBC
<b>1.2 PureTech 130</b>	126	127	9.5-10.0	41.3-48.9	TBC
<b>1.6 PureTech 225</b>	224	146	7.5	36.9-40.1	TBC
<b>1.5 BlueHDI 100</b>	99	111	12.3	54.9-63.8	TBC
<b>1.5 BlueHDI 130</b>	126	126	10.0	53.2-62.7	TBC
<b>2.0 BlueHDI 180 EAT8</b>	178	139	8.4	45.0-49.4	TBC

<b>508 4dr saloon £25,039-£37,439 ★★★★★</b>					
Stylish and likeable but lacking the polish of more premium rivals. <b>LxWxH</b> 4750x1859x1430 <b>Kerb weight</b> 1535kg					
<b>1.6 PureTech 180</b>	178	143	7.9	38.0-41.8	TBC
<b>1.6 PureTech 225</b>	223	155	7.1	36.3-39.8	TBC
<b>1.5 BlueHDI 130</b>	129	129	9.4-9.7	51.4-59.8	TBC
<b>2.0 BlueHDI 160</b>	158	143	8.4	45.2-51.1	TBC
<b>2.0 BlueHDI 180</b>	174	146	8.0	45.0-50.6	TBC

<b>508 SW 5dr estate £26,845-£40,944 ★★★★★</b>					
Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. <b>LxWxH</b> 4778x1859x1420 <b>Kerb weight</b> 1430kg					
<b>1.6 PureTech 180</b>	178	140	8.0	38.0-41.8	156
<b>1.6 PureTech 225</b>	223	153	7.4	36.3-39.8	167
<b>1.5 BlueHDI 130</b>	128	129	9.9-10.1	51.4-59.8	128-131
<b>2.0 BlueHDI 160</b>	159	140	8.5	45.2-51.1	149

<b>2008 5dr SUV £17,730-£24,490 ★★★★★</b>					
Efficient and well-mannered but facelift still leaves it short on space and style. <b>LxWxH</b> 4159x1829x1556 <b>Kerb weight</b> 1045kg					
<b>1.2 PureTech 82</b>	79	105	13.5	43.8-46.8	TBC
<b>1.2 PureTech 110</b>	107	117-119	9.9-10.3	39.1-44.9	TBC
<b>1.2 PureTech 130</b>	126	124	9.3	44.4-49.8	TBC
<b>1.6 BlueHDI 100</b>	96	112	11.3	TBC	TBC
<b>1.6 BlueHDI 120</b>	116	119	9.6	52.9-58.2	TBC

<b>3008 5dr SUV £24,575-£36,845 ★★★★★</b>					
Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. <b>LxWxH</b> 4447x2098x1624 <b>Kerb weight</b> 1250kg					
<b>1.2 PureTech 130</b>	126	117	10.5-10.8	36.5-43.6	TBC
<b>1.6 PureTech 180</b>	178	136	8.0	35.2-39.6	TBC
<b>1.5 BlueHDI 130</b>	126	119	9.5	48.0-56.3	TBC
<b>2.0 BlueHDI 180</b>	175	131	8.9	42.3-47.1	TBC

<b>5008 5dr SUV £26,725-£38,995 ★★★★★</b>					
Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. <b>LxWxH</b> 4641x1844x1640 <b>Kerb weight</b> 1511kg					
<b>1.2 PureTech 130</b>	126	117	10.4-10.9	36.5-44.2	TBC
<b>1.6 PureTech 180</b>	178	135	8.3	35.2-39.6	TBC
<b>1.5 BlueHDI 130</b>	129	119	10.7	48.0-56.3	TBC
<b>2.0 BlueHDI 180</b>	175	131	9.1	42.3-47.1	TBC

PORSCHE					
<b>718 Boxster 2dr open £46,651-£73,405 ★★★★★</b>					
Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. <b>LxWxH</b> 4379x1801x1280 <b>Kerb weight</b> 1335kg					
<b>2.0</b>	290	170	4.9-5.1	31.4-33.2	TBC
<b>2.0 T</b>	296	170	4.7-5.3	31.4-32.8	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO <sub>2</sub> (g/km)
<b>2.5 S</b>	339	177	4.4-4.6	29.1-30.7	TBC
<b>2.5 GTS</b>	355	180	4.3-4.6	28.5-30.4	TBC
<b>4.0 Spyder</b>	414	187	4.4	25.7	TBC

<b>718 Cayman 2dr coupé £44,790-£75,348 ★★★★★</b>					
Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. <b>LxWxH</b> 4379x1801x1295 <b>Kerb weight</b> 1335kg					
<b>2.0</b>	290	170	4.9-5.1	31.4-33.2	TBC
<b>2.0 T</b>	296	170	4.9-5.3	31.4-32.8	TBC
<b>2.5 S</b>	339	177	4.4-4.6	29.1-31.0	TBC
<b>2.5 GTS</b>	355	180	4.3-4.6	28.5-30.7	TBC
<b>4.0 GT4</b>	414	188	4.4	25.7	TBC

<b>911 2dr coupé £82,793-£98,418 ★★★★★</b>					
Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. <b>LxWxH</b> 4519x1852x1300 <b>Kerb weight</b> 1565kg					
<b>3.0 Carrera</b>	380	182	4.0	26.6-28.5	TBC
<b>3.0 Carrera 4</b>	380	180	4.0	26.2-28.2	TBC
<b>3.0 Carrera S</b>	444	191	3.5	27.2-28.5	TBC
<b>3.0 Carrera 4S</b>	444	190	3.4	25.7-27.2	TBC

<b>911 Cabriolet 2dr open £92,438-£108,063 ★★★★★</b>					
Fewer compromises than ever, if rewarding only at full attack. <b>LxWxH</b> 4519x1852x1297 <b>Kerb weight</b> 1585kg					
<b>3.0 Carrera</b>	380	180	4.2	26.2-28.0	TBC
<b>3.0 Carrera 4</b>	380	179	4.2	25.9-27.7	TBC
<b>3.0 Carrera S</b>	444	190	3.7	26.4-28.0	TBC
<b>3.0 Carrera 4S</b>	444	188	3.6	25.0-26.6	TBC

<b>Panamera 4dr saloon £72,890-£149,537 ★★★★★</b>					
Revamped big saloon is an absolute belter, making it almost the perfect grand tourer. <b>LxWxH</b> 5049x1937x1423 <b>Kerb weight</b> 1815kg					
<b>3.0 V6 4</b>	321	162	5.5-5.6	25.0-26.9	TBC
<b>2.9 V6 4S</b>	428	179	4.4-4.5	TBC	TBC
<b>2.9 V6 E-Hybrid</b>	449	172	4.6-4.7	78.5-85.6	TBC
<b>4.0 V8 GTS</b>	458	181	4.1	22.2-23.5	TBC
<b>4.0 V8 Turbo</b>	533	190	3.8-3.9	22.1-23.0	TBC
<b>4.0 V8 Turbo S E-Hybrid</b>	671	192	3.4-3.5	74.3-80.7	TBC

<b>Panamera Sport Turismo 5dr estate £75,037-£142,279 ★★★★★</b>					
The Panamera in a more practical form, and now it's a good-looking beast. <b>LxWxH</b> 5049x1937x1428 <b>Kerb weight</b> 1880kg					
<b>3.0 V6 4</b>	321	160	5.5	24.6-25.6	TBC
<b>2.9 V6 4S</b>	428	177	4.4	TBC	TBC
<b>2.9 V6 E-Hybrid</b>	449	170	4.6	76.3-80.7	TBC
<b>4.0 V8 GTS</b>	458	179	4.1	22.2-23.2	TBC
<b>4.0 V8 Turbo</b>	533	188	3.8	22.1-22.8	TBC
<b>4.0 V8 Turbo S E-Hybrid</b>	671	192	3.4	72.4-74.3	TBC

<b>Taycan 4dr saloon £115,858-£138,826 ★★★★★</b>					
First all-electric Porsche shows the rest of the world how it should be done. <b>LxWxH</b> 4963x1966x1381 <b>Kerb weight</b> 2305g					
<b>Turbo</b>	671	161	3.2	TBC	0
<b>Turbo S</b>	751	161	2.8	TBC	0

<b>Macan 5dr SUV £46,913-£68,530 ★★★★★</b>					
Spookily good handling makes this a sports utility vehicle in the purest sense. <b>LxWxH</b> 4692x1923x1624 <b>Kerb weight</b> 1770kg					
<b>2.0</b>	243	139	6.7	25.7-28.2	TBC
<b>3.0 V6 S</b>	351	157	5.3	23.9-25.7	TBC
<b>3.0 V6 Turbo</b>	434	167	4.3	23.5-24.8	TBC

<b>Cayenne 5dr SUV £57,195-£123,349</b>					★★★★★	
Refreshed look, improved engines, interior and a better SUV overall. <b>LxWxH</b> 4918x1983x1696 <b>Kerb weight</b> 1985kg						
<b>3.0 V6</b>	335	152	6.2	22.2-24.1	TBC	
<b>3.0 V6 E-hybrid</b>	456	157	5.0	60.1-72.4	TBC	
<b>2.9 V6 S</b>	428	164	5.2	TBC	TBC	
<b>4.0 V8 Turbo</b>	533	177	4.1	20.2-20.8	TBC	
<b>4.0 V8 SE-Hybrid</b>	671	183	3.8	52.3-58.9	TBC	



GREATEST ROAD TESTS OF ALL TIME



AUDI RS4

TESTED 7.3.06

The B5-gen RS4 had never been in the same class as the M3. This road test of the B7 changed that.

The second-generation RS4 was launched in 2006 with a whopping 414bhp from its newly developed naturally aspirated V8 - a full 24bhp more than its closest rival, the BMW M3 Club Sport. With quattro drive, it set new performance benchmarks, reaching 0-60mph in 4.5sec and 0-100mph in 10.5sec, accompanied by a thunderous V8 soundtrack. While the RS4 developed 317lb ft at 5500rpm, 285lb ft of this was available from 2250-7600rpm, meaning there was plenty of power through the mid range.

However, it wasn't the power that set the RS4 apart from its predecessors but the improvement in handling. With a hydraulic damper system developed on the RS6, innovative traction control and huge, 225/35 Pirelli P Zero tyres, the RS4 had confidence-inducing grip. The 365mm front and 324mm rear ventilated discs with eight- and four-pot calipers respectively gave the RS4 the stopping power it needed on the road. Indeed, the RS4 was more suited to road use than track work as there was slight understeer and the brakes tended to fade under heavy use. The range wasn't great, either, due to the 63-litre tank and 20.9mpg economy. **FOR** Engine, build quality, noise **AGAINST** Track work, economy



FACTFILE

Price £49,980 Engine V8, 4163cc, petrol Power 414bhp at 7800rpm Torque 317lb ft at 5500rpm 0-60mph 4.5sec 0-100mph 10.5sec Standing quarter mile 13.1sec, 111.5mph 50-0mph 24.0m 60-0mph na 70-0mph 56.8m Top speed 155mph (governed) Economy 20.9mpg

WHAT HAPPENED NEXT...

The second-generation RS4, including the Avant and Cabriolet versions that followed the launch of the saloon, was decommissioned in 2008. Although it didn't win any handling awards, the RS4 was so much better than its predecessors and developed a cult following. The RS4 currently exists in fourth-generation Avant form, unveiled in 2017 and on roads a year later.

	Power (bhp)	Top speed (mph)	0-60/0-122mph	Economy (mpg)	CO2 (g/km)
SMART					
Fortwo 3dr hatch/open	£21,195-£23,930	★★★☆☆			
Pricey, EV-only two-seater has urban appeal but is short on performance. LxWxH 2695x1663x1555 Kerb weight 1085kg					
Electric Drive	79	81	11.5-11.8	TBC	0

Forfour 5dr hatch	£21,690-£22,285	★★★★☆			
Four doors give the Smart more mainstream practicality. Still expensive, though. LxWxH 3495x1665x1554 Kerb weight 1200kg					
Electric Drive	79	81	12.7	TBC	0

SSANGYONG					
Tivoli 5dr SUV	£14,495-£21,495	★★★★☆			
Trails the Duster as the best-value small crossover - but not by much. LxWxH 4195x1795x1590 Kerb weight 1270kg					
1.6 128	126	99-106	11.0-12.0	35.3-38.2	TBC
1.6d 115	113	107-109	12.0	45.3-54.3	TBC

Tivoli XLV 5dr SUV	£19,745-£22,245	★★★★☆			
Now grown in size for more practicality but that doesn't increase the Tivoli's appeal. LxWxH 4440x1798x1635 Kerb weight 1405kg					
1.6 128	126	99-106	11.0-12.0	34.9-37.2	TBC
1.6d 115	113	107-109	12.0	42.8-51.4	TBC

Korando 5dr SUV	£19,995-£31,995	★★★★☆			
Competitive towing capabilities and generous kit, but still lacks dynamics. LxWxH 4450x1870x1629 Kerb weight 1610kg					
1.5 6DI-Turbo	161	118-120	12.0	TBC	TBC
1.6L 2WD	133	112	12.0	48.7	TBC
1.6L 4WD	133	112	12.0	43.5	TBC

Musso 5dr SUV	£25,131-£35,031	★★★★☆			
Practical pick-up has a refined engine and direct steering, but ride needs refinement. LxWxH 5095x1950x1840 Kerb weight 2155kg					
2.2d 181	178	115-121	12.2	TBC	TBC

Rexton 5dr SUV	£28,995-£38,995	★★★★☆			
A vast improvement. Better on the road but without ditching its argicultural roots. LxWxH 4850x1960x1825 Kerb weight 2102kg					
2.2d 181	178	115	11.3-11.9	TBC	TBC

Turismo 5dr MPV	£21,495-£27,995	★★★★☆			
Incredibly ungainly but offers huge real estate for the money. LxWxH 5130x1915x1850 Kerb weight 2115kg					
2.2d 178	175	108-116	TBC	TBC	TBC

SUBARU					
Impreza 5dr hatch	£24,310-£25,010	★★★★☆			
Appealing hatchback has been steadily improved but still feels old-fashioned. LxWxH 4415x1740x1465 Kerb weight 1374kg					
1.6i	112	112	12.4	35.9	TBC
2.0i	153	127	9.8	TBC	TBC

Levorg 5dr estate	£30,010	★★★★☆			
Impressively practical but only offered with an automatic gearbox and one trim. LxWxH 4690x1780x1490 Kerb weight 1568kg					
1.6i	167	130	8.9	TBC	TBC

XV 5dr SUV	£25,310-£28,510	★★★★☆			
No-nonsense crossover doesn't quite make enough sense. LxWxH 4450x1780x1615 Kerb weight 1355kg					
1.6i	112	109	13.9	35.3	TBC
2.0i	154	120	10.4	TBC	TBC

Forester 5dr estate	£30,000-£32,500	★★★★☆			
Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. LxWxH 4610x1795x1735 Kerb weight 1488kg					
2.0i 150	148	118-119	10.6-11.8	32.2	TBC

Outback 5dr estate	£29,995-£33,010	★★★★☆			
Acceptable in isolation but no class leader. LxWxH 4815x1840x1605 Kerb weight 1612kg					
2.5i	172	130	10.2	33.0	TBC

BRZ 2dr coupé	£27,025-£28,510	★★★★★			
The GT86's half-brother looks great in Subaru blue. Cheaper, too. LxWxH 4240x1775x1320 Kerb weight 1242kg					
2.0i	197	130-140	7.6-8.2	33.3	TBC

SUZUKI					
Celerio 5dr hatch	£8999-£10,499	★★★★☆			
Pleasing to drive, cheap to buy and decent to sit in. No-nonsense and likeable for it. LxWxH 3600x1600x1540 Kerb weight 835kg					
1.0 K10C Dualjet	66	96	13.0	58.8	TBC

Ignis 5dr hatch	£11,849-£14,849	★★★★☆			
Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. LxWxH 3700x1660x1595 Kerb weight 855kg					
1.2 Dualjet	87	106	11.8	52.9	TBC
1.2 Dualjet SHVS	87	106	11.4	54.1	TBC
1.2 Dualjet SHVS 4x4	87	103	11.1	54.1	TBC

Jimny 3dr SUV	£15,499-£17,999	★★★★☆			
Charming 4x4 is capable and affordable but retains its dynamic foibles. LxWxH 3645x1645x1725 Kerb weight 1135kg					
1.5 VVT	100	90	11.9	32.2-35.8	178-198

	Power (bhp)	Top speed (mph)	0-60/0-122mph	Economy (mpg)	CO2 (g/km)
SWIFT					
Swift 5dr hatch	£12,499-£18,499	★★★★☆			
Given mature looks, more equipment and a hybrid powertrain, but it's no class leader. LxWxH 3840x1735x1495 Kerb weight 890kg					
1.2 Dualjet	87	111	11.9	55.4	115
1.2 Dualjet SHVS 4x4	87	105	12.6	49.7	128
1.0 Boosterjet	108	118-121	10.0-10.6	49.6-51.8	123-136
1.4 Boosterjet Sport	138	130	8.1	47.1	135

Baleo 5dr hatch	£13,249-£16,249	★★★★☆			
Suzuki's family-sized hatchback makes use of clever little engines. LxWxH 3995x1745x1470 Kerb weight 920kg					
1.0 Boosterjet	108	118-124	11.0-11.4	46.8-52.4	TBC

Vitara 5dr SUV	£16,999-£25,649	★★★★☆			
Utterly worthy addition to the class drives better than most. LxWxH 4175x1775x1610 Kerb weight 1075kg					
1.0 Boosterjet	108	111	11.5-12.5	39.4-45.9	139-162
1.4 Boosterjet	136	124	9.5-10.2	36.6-43.6	146-174

S-Cross 5dr SUV	£17,499-£26,099	★★★★☆			
A worthy crossover if not a class leader. Refreshed looks give a lease of life. LxWxH 4300x1785x1585 Kerb weight 1160kg					
1.0 Boosterjet	108	106-112	11.0-12.4	40.4-44.9	120-131
1.0 Boosterjet Allgrip	108	109	12.0	39.2	127
1.4 Boosterjet Allgrip	136	124	10.2	37.7-38.8	141

TESLA					
Model S 5dr hatch	£82,190-£96,790	★★★★★			
Large range makes it not only a standout EV but also the future of luxury motoring. LxWxH 4978x1963x1445 Kerb weight 2108kg					
Long range	602	155	4.1	TBC	0
Performance	602	155	2.4	TBC	0

Model 3 4dr saloon	£42,990-£56,490	★★★★☆			
Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US. LxWxH 4694x1849x1443 Kerb weight 1726kg					
Standard range plus	235	140	5.3	TBC	0
Long range	346	145	4.4	TBC	0
Performance	449	162	3.2	TBC	0

Model X 5dr SUV	£87,190-£101,390	★★★★★			
A genuine luxury seven-seat electric SUV which also has a large range. LxWxH 5036x2070x1684 Kerb weight 2459kg					
Long range	602	155	4.7	TBC	0
Performance	602	155	2.8	TBC	0

TOYOTA					
Avgo 3dr hatch	£9695-£14,595	★★★★☆			
Impactful styling does a lot to recommend it, but not as refined nor as practical as some. LxWxH 3455x1615x1460 Kerb weight 840kg					
1.0 VVT-i	71	99	13.8	45.8-57.7	TBC

Yaris 5dr hatch	£13,515-£26,295	★★★★☆			
Stylish interior but ultimately a scaled-down version of bigger Toyotas. LxWxH 3495x1695x1510 Kerb weight 975kg					
1.0 VVT-i	67	96	15.3	61.1-61.4	TBC
1.5 VVT-i	108	108	11.0-11.2	54.3-57.6	TBC
1.5 VVT-i Hybrid	71	102	11.8	67.3-76.3	TBC
1.8 VVT-i GRMN	206	143	6.3	TBC	TBC

C-HR 5dr SUV	£21,880-£29,170	★★★★☆			
Coupe-shaped crossover certainly turns heads and impresses on the road. LxWxH 4360x1795x1565 Kerb weight 1320kg					
1.2 Turbo	112	114-118	10.9-11.1	39.7-41.5	TBC
1.2 Turbo AWD	112	111	11.4	34.0-34.4	TBC
1.8 VVT-i Hybrid	119	105	11.0	55.3-57.6	TBC

Corolla 5dr hatch	£21,300-£30,340	★★★★☆			
Rebranded hatch has rolling refinement, interior ambience and affable handling. LxWxH 4370x1790x1435 Kerb weight 1340kg					
1.2 VVT-i	114	124	9.3	39.2-44.8	128-132
1.8 VVT-i Hybrid	122	111	10.9	55.3-62.7	76-83
2.0 VVT-i Hybrid	180	111	7.9	50.4-54.2	89

Corolla Sports Tourer 5dr estate	£22,575-£30,345	★★★★☆			
More practical estate bodystyle proves just as capable with hybrid power. LxWxH 4650x1790x1435 Kerb weight 1440kg					
1.2 VVT-i	114	124	9.6	41.5-44.1	128-132
1.8 VVT-i Hybrid	122	111	11.1	57.6-62.7	76-83
2.0 VVT-i Hybrid	180	111	8.1	53.2	89

RAV4 5dr SUV	£29,635-£36,640	★★★★☆			
A solid option but ultimately outgunned by Korean competition. LxWxH 4605x1845x1675 Kerb weight 1605kg					
2.5 Hybrid	194	112	8.4	48.7-50.4	TBC
2.5 Hybrid AWD	194	112	8.4	47.8-48.7	TBC

Land Cruiser 5dr SUV	£34,690-£54,040	★★★★☆			
A real go-anywhere vehicle. Totally rugged and available with seven seats. LxWxH 4335x1885x1875 Kerb weight 2010kg					
2.8 D-4D	171	109	12.1-12.7	27.4-31.0	TBC

GT86 2dr coupé	£27,285-£31,795	★★★★★			
Almost the most fun you can have on a limited budget. Splendid. LxWxH 4240x1775x1320 Kerb weight 1247kg					
2.0i	197	130-140	7.6-8.2	32.8-33.2	TBC

	Power (bhp)	Top speed (mph)	0-60/0-122mph	Economy (mpg)	CO2 (g/km)
SUPRA					
Supra 2dr coupé	£52,695-£54,000	★★★★☆			
Brings welcome muscle, fun and variety to the affordable sports car class. LxWxH 4379x1292x1854 Kerb weight 1541kg					
3.0i	335	155	4.3	34.5	TBC

Prius 5dr hatch	£24,245-£28,350	★★★★☆			
Better all round compared with its predecessors. Challenging looks, though. LxWxH 4540x1760x1470 Kerb weight 1375kg					
1.8 VVT-i Hybrid	120	112	10.6	60.1-61.4	TBC

Prius Plug-In Hybrid 5dr hatch	£31,695-£33,895	★★★★☆			
Plug-in version is clever and appealing. Seems more comfortable in its skin. LxWxH 4645x1760x1470 Kerb weight 1530kg					
1.8 VVT-i Hybrid	120	101	11.1	235.4	TBC

Prius+ 5dr MPV	£27,830-£30,175	★★★★☆			
Expensive, old and ugly variant of the Prius, but can carry seven. LxWxH 4645x1775x1575 Kerb weight 1500kg					
1.8 VVT-i Hybrid	132	103	11.3	47.0-48.7	TBC

VAUXHALL			
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	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO <sub>2</sub> (g/km)
<b>Combo Life 5dr MPV £20,130-£22,230</b> ★★★★★☆					
Van-based people carrier is usable, spacious and practical, if not very pretty to look at. <b>LxWxH</b> 4403x1841x1921 <b>Kerb weight</b> 1430kg					
<b>1.2 Turbo 110</b>	108	109	11.9	38.2-40.9	TBC
<b>1.5 Turbo D 100</b>	99	107	12.7	42.8-47.9	TBC
<b>1.5 Turbo D 130</b>	128	115	10.6	47.1-49.6	TBC

VOLKSWAGEN					
<b>Up 3dr/5dr hatch £9825-£23,650</b> ★★★★★☆					
It's no revolution, but VW's hallmarks are in abundance. <b>LxWxH</b> 3600x1428x1504 <b>Kerb weight</b> 926kg					
<b>1.0 60</b>	59	100	14.4	53.3-54.3	TBC
<b>1.0 75</b>	74	106	13.2-13.5	51.4-53.3	TBC
<b>1.0 90</b>	88	114	9.9	54.3-55.4	TBC
<b>1.0 115</b>	113	119	8.8	49.6-50.4	TBC
<b>e-Up</b>	81	80	12.4	TBC	0

<b>Polo 5dr hatch £14,330-£23,155</b> ★★★★★☆					
A thorough going-over makes it more mature, but the Polo is still a bit boring. <b>LxWxH</b> 4053x1946x1461 <b>Kerb weight</b> 1105kg					
<b>1.0 65</b>	64	102	15.5	47.1-48.7	TBC
<b>1.0 80</b>	78	106	15.4	46.3-48.7	TBC
<b>1.0 TSI 95</b>	93	116	10.8	44.8-52.3	TBC
<b>1.0 TSI 115</b>	113	124	9.5	44.8-49.6	TBC
<b>2.0 TSI GTI 200</b>	197	147	6.7	38.7-39.8	TBC
<b>1.6 TDI 80</b>	79	109	12.9	53.3-55.4	TBC
<b>1.6 TDI 95</b>	93	115	10.8	53.3-55.4	TBC

<b>Golf 3dr/5dr hatch £18,765-£35,635</b> ★★★★★☆					
Does exactly what everyone expects. Still the king of the family car. <b>LxWxH</b> 4258x1790x1492 <b>Kerb weight</b> 1206kg					
<b>1.0 TSI 85</b>	83	112	11.9	48.7-50.4	TBC
<b>1.0 TSI 115</b>	113	123	9.8	41.5-57.6	TBC
<b>1.5 TSI EVO 130</b>	128	130	9.1	44.1-46.3	TBC
<b>1.5 TSI EVO 150</b>	148	134	8.3	42.2-45.6	TBC
<b>2.0 TSI 245 GTI Performance</b>	241	154-155	6.2	36.7-37.7	TBC
<b>2.0 TSI 300 4Motion R</b>	296	155	4.6-5.1	32.5-32.8	TBC
<b>1.6 TDI 115</b>	113	123	10.2-10.5	50.4-55.4	TBC
<b>2.0 TDI 150</b>	148	133-134	8.6	50.4-52.3	TBC
<b>2.0 TDI 184 GTD</b>	181	143-144	7.4-7.5	48.7-52.3	TBC
<b>e-Golf</b>	134	93	9.6	TBC	0

<b>Golf Estate 5dr estate £21,345-£36,835</b> ★★★★★☆					
Practical load-lugging estate doesn't erode the well-rounded Golf package. <b>LxWxH</b> 4567x1799x1515 <b>Kerb weight</b> 1295kg					
<b>1.0 TSI 115</b>	108	TBC	TBC	41.5-44.8	TBC
<b>1.5 TSI EVO 130</b>	128	131	9.5	43.5-47.1	TBC
<b>1.5 TSI EVO 150</b>	148	135	8.7	41.5-44.8	TBC
<b>2.0 TSI 300 4Motion R</b>	296	155	4.8	32.5-32.8	TBC
<b>1.6 TDI 115</b>	113	124	10.7	49.6-57.6	TBC
<b>2.0 TDI 150</b>	148	134-135	8.9	50.4-52.3	TBC
<b>2.0 TDI 184 GTD</b>	181	143-144	7.8-7.9	47.9-49.6	TBC

<b>Golf SV 5dr MPV £21,000-£29,320</b> ★★★★★☆					
Probably the least appealing member of the Golf family but still resolute. <b>LxWxH</b> 4338x2050x1578 <b>Kerb weight</b> 1335kg					
<b>1.0 TSI 85</b>	83	110	13.0	47.1-47.9	TBC
<b>1.0 TSI 115</b>	113	119	11.3	41.5-43.5	TBC
<b>1.5 TSI EVO 130</b>	128	126	9.6	41.5-45.6	TBC
<b>1.5 TSI EVO 150</b>	148	132	8.8	40.9-42.8	TBC
<b>1.6 TDI 115</b>	113	119	11.0	48.7-55.4	TBC
<b>2.0 TDI 150</b>	148	130	9.2	49.6-52.3	TBC

<b>Passat 4dr saloon £23,495-£33,575</b> ★★★★★☆					
Lands blows on rivals with its smart looks, civilised refinement, quality and usability. <b>LxWxH</b> 4767x2083x1476 <b>Kerb weight</b> 1367kg					
<b>1.5 TSI EVO 150</b>	148	135	8.6	43.5-47.1	TBC
<b>1.6 TDI 150</b>	148	135	8.9	49.6-53.3	TBC
<b>2.0 TDI 190</b>	188	146	8.1	49.6-50.4	TBC

<b>Passat Estate 5dr estate £25,095-£35,175</b> ★★★★★☆					
All the Passat's redeeming features in spacious, practical estate form. <b>LxWxH</b> 4767x2083x1516 <b>Kerb weight</b> 1395kg					
<b>1.5 TSI EVO 150</b>	148	135	8.6	38.7-44.8	TBC
<b>1.6 TDI 150</b>	148	135	8.9	49.6-53.3	TBC
<b>2.0 TDI 190</b>	188	146	8.1	47.9-51.4	TBC

<b>Arteon 4dr saloon £33,320-£40,425</b> ★★★★★☆					
VW's flagship saloon is well-made and luxurious but rather bland to drive. <b>LxWxH</b> 4862x1871x1450 <b>Kerb weight</b> 1505kg					
<b>1.5 TSI EVO 150</b>	148	137	8.9	39.2-40.4	TBC
<b>2.0 TSI 190</b>	187	149	7.5	TBC	TBC
<b>2.0 TSI 272 4Motion</b>	270	155	5.6	32.5-33.2	TBC
<b>2.0 TDI 150</b>	148	137	9.1	49.6-52.3	TBC
<b>2.0 TDI 190</b>	187	148	8.0	48.7-50.4	TBC
<b>2.0 TDI 190 4Motion</b>	187	145	7.8	43.5-44.8	TBC
<b>2.0 BiTDI 240 4Motion</b>	236	152	6.5	TBC	TBC

<b>Touran 5dr MPV £24,045-£30,870</b> ★★★★★☆					
Dull overall, but it's a capable MPV, well-made and hugely refined. <b>LxWxH</b> 4527x1829x1659 <b>Kerb weight</b> 1436kg					
<b>1.0 TSI 115</b>	113	119	11.3	39.2-41.5	TBC
<b>1.5 TSI EVO 150</b>	148	130	8.9	37.2-39.8	TBC
<b>1.6 TDI 115</b>	113	118	11.4	47.9-51.4	TBC
<b>2.0 TDI 150</b>	148	128-129	9.3	TBC	TBC



<b>Sharan 5dr MPV £29,115-£39,350</b> ★★★★★☆					
Full-sized seven-seater offers versatility, space, VW desirability and tidy handling. <b>LxWxH</b> 4854x1904x1720 <b>Kerb weight</b> 1703kg					
<b>1.4 TSI 150</b>	148	123-124	9.9	31.4-35.8	TBC
<b>1.5 TDI 115</b>	113	114	12.6	TBC	TBC
<b>2.0 TDI 150</b>	148	123-124	10.3	39.8-43.5	TBC
<b>2.0 TDI 177</b>	175	132-136	8.9	39.8-40.4	TBC

<b>T-Cross 5dr SUV £16,995-£26,740</b> ★★★★★☆					
Compact crossover delivers a classy, substantial feel on UK roads. <b>LxWxH</b> 4108x1760x1584 <b>Kerb weight</b> 1270kg					
<b>1.0 TSI 95</b>	93	112	11.5	46.3-47.9	TBC
<b>1.0 TSI 115</b>	113	120	10.2	43.5-45.6	TBC
<b>1.6 TDI 95</b>	93	111	11.9	49.6-53.3	TBC

<b>T-ROC 5dr SUV £19,270-£31,050</b> ★★★★★☆					
VW's junior SUV is beguiling and sophisticated. It drives rather well, too. <b>LxWxH</b> 4234x1992x1573 <b>Kerb weight</b> 1270kg					
<b>1.0 TSI 115</b>	113	116	10.1	43.5-44.8	TBC
<b>1.5 TSI EVO 150</b>	148	127	8.3	38.7-42.2	TBC
<b>1.5 TSI EVO 150 4Motion</b>	148	127	8.4	34.0-34.9	TBC
<b>2.0 TSI 190 4Motion</b>	187	134	7.2	34.0-34.4	TBC
<b>1.6 TDI 115</b>	113	116	10.3	49.6-50.4	TBC
<b>2.0 TDI 150</b>	148	124	8.6	48.7-50.4	TBC
<b>2.0 TDI 150 4Motion</b>	148	124	8.7	45.6-46.3	TBC

<b>Tiguan 5dr SUV £23,990-£38,790</b> ★★★★★☆					
An improvement on the previous model and will continue to sell by the bucket load. <b>LxWxH</b> 4486x1839x1654 <b>Kerb weight</b> 1490kg					
<b>1.5 TSI EVO 130</b>	128	119	10.2	39.8-40.9	TBC
<b>1.5 TSI EVO 150</b>	148	124	9.2	36.7-38.2	TBC
<b>2.0 TSI 190 4Motion</b>	188	131	7.9	39.2-42.8	TBC
<b>2.0 TSI 230 4Motion</b>	228	142	6.3	29.7-30.4	TBC
<b>2.0 TDI 150</b>	148	125-127	9.3	44.8-47.9	TBC
<b>2.0 TDI 150 4Motion</b>	148	124-125	9.3	39.2-42.2	TBC
<b>2.0 TDI 190 4Motion</b>	187	131	7.9	38.7-39.2	TBC

<b>Tiguan Allspace 5dr SUV £30,095-£41,040</b> ★★★★★☆					
Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. <b>LxWxH</b> 4486x1839x1654 <b>Kerb weight</b> 1490kg					
<b>1.5 TSI EVO 150</b>	148	123	9.5	35.3-35.8	TBC
<b>2.0 TSI 190 4Motion</b>	188	130	7.9	TBC	TBC
<b>2.0 TDI 150</b>	148	124-126	9.8	43.5-44.1	TBC
<b>2.0 TDI 150 4Motion</b>	148	123-124	9.9	38.2-38.7	TBC
<b>2.0 TDI 190 4Motion</b>	187	130	8.6	38.2-38.7	TBC

<b>Touareg 5dr SUV £49,095-£58,295</b> ★★★★★☆					
Hints of ritziness and sportiness don't impinge on this functional luxury SUV's appeal. <b>LxWxH</b> 4878x2193x1717 <b>Kerb weight</b> 1995kg					
<b>3.0 V6 TSI 340</b>	335	155	5.9	24.6-25.9	TBC
<b>3.0 V6 TDI 231</b>	228	135	7.5	33.2-34.9	TBC
<b>3.0 V6 TDI 286</b>	282	148	6.1	32.8-34.9	TBC

VOLVO					
<b>V40 5dr hatch £23,995-£29,820</b> ★★★★★☆					
Not perfect, but handsome, well-packaged, pragmatic and likeable. <b>LxWxH</b> 4370x2041x1470 <b>Kerb weight</b> 1417kg					
<b>2.0 D2</b>	116	118	10.5	47.9-56.5	TBC
<b>2.0 D3</b>	145	130	8.4	47.1-55.4	TBC
<b>2.0 T2</b>	119	118	9.8	38.2-42.8	TBC
<b>2.0 T3</b>	148	130	8.3	37.2-42.8	TBC

<b>V40 Cross Country 5dr hatch £28,070-£29,819</b> ★★★★★☆					
Handsome hatchback gets a rugged makeover but loses some of its likeable nature. <b>LxWxH</b> 4369x2041x1439 <b>Kerb weight</b> 1428kg					
<b>2.0 D3</b>	145	118	8.5	47.9-55.4	TBC
<b>2.0 T3</b>	148	130	8.5	37.2-40.9	TBC

<b>S60 4dr saloon £37,935-£56,105</b> ★★★★★☆					
Fresh-faced saloon now sits comfortably among the ranks of its German peers. <b>LxWxH</b> 4761x1916x1437 <b>Kerb weight</b> 1616kg					
<b>2.0 T5</b>	248	145	6.5	35.3-39.8	152-155
<b>2.0 T8 TwinEngine</b>	390	155	4.6	122.8-176.5	42
<b>2.0 T8 Polestar Engineered</b>	399	155	4.4	104.5	48

<b>V60 5dr estate £32,410-£41,460</b> ★★★★★☆					
Spacious and comfortable, with a characterful, Scandi-cool design. <b>LxWxH</b> 4761x1916x1427 <b>Kerb weight</b> 1729kg					
<b>2.0 D3</b>	147	127	9.5	45.6-55.4	TBC
<b>2.0 D4</b>	187	137	7.6	46.3-55.4	TBC
<b>2.0 T5</b>	246	145	6.7	34.0-38.7	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO <sub>2</sub> (g/km)
<b>V60 Cross Country 5dr estate £38,270</b> ★★★★★☆					
Brings extra ride height, all-wheel drive and off-road body cladding. <b>LxWxH</b> 4784x1916x1499 <b>Kerb weight</b> 1792kg					
<b>2.0 D4</b>	187	130	8.2	42.8-47.9	TBC

<b>S90 4dr saloon £36,120-£58,555</b> ★★★★★☆					
Volvo's mid-sized exec majors on comfort, style and cruising ability. <b>LxWxH</b> 4963x2019x1443 <b>Kerb weight</b> 1665kg					
<b>2.0 T4</b>	185	130	8.7	33.2-37.7	TBC
<b>2.0 T5</b>	248	140	6.8	33.2-37.7	TBC
<b>2.0 D4</b>	185	140	8.2	43.5-50.4	TBC
<b>2.0 D5 PowerPulse AWD</b>	228	145	7.0	39.2-43.5	TBC
<b>2.0 T8 Twin Engine AWD</b>	310	155	4.8	97.4-117.7	TBC

<b>V90 5dr estate £38,120-£60,555</b> ★★★★★☆					
luxury estate takes on the S Series and the E-Class. Comfy and a good cruiser. <b>LxWxH</b> 4936x2019x1475 <b>Kerb weight</b> 1679kg					
<b>2.0 T4</b>	185	130	8.9	33.2-37.7	TBC
<b>2.0 T5</b>	248	140	6.7	33.2-37.7	TBC
<b>2.0 D4</b>	185	140	8.5	43.5-50.4	TBC
<b>2.0 D5 PowerPulse AWD</b>	228	145	7.2	39.2-43.5	TBC
<b>2.0 T8 Twin Engine AWD</b>	310	155	4.8	97.4-117.7	TBC

<b>V90 Cross Country 5dr estate £43,020-£57,935</b> ★★★★★☆					
Volvo's large comfy estate given a jacked-up, rugged makeover. <b>LxWxH</b> 4936x2019x1543 <b>Kerb weight</b> 1826kg					
<b>2.0 D4 AWD</b>	185	130	8.8	40.4-43.5	TBC
<b>2.0 D5 PowerPulse AWD</b>	228	140	7.5	38.2-40.9	TBC
<b>2.0 T5 AWD</b>	250	140	7.4	30.4-32.5	TBC
<b>2.0 T6 AWD</b>	310	140	6.3	30.4-32.5	TBC

<b>XC40 5dr SUV £29,910-£38,020</b> ★★★★★☆					
Volvo's take on the crossover aims to rival BMW, Mercedes and Audi. <b>LxWxH</b> 4425x1910x1658 <b>Kerb weight</b> 1626kg					
<b>T3</b>	152	124	9.4	36.7-39.8	TBC
<b>T4 AWD</b>	185	130	8.5	32.8-35.3	TBC
<b>T5 AWD</b>	243	140	6.5	31.0-34.0	TBC
<b>D3</b>	145	124	9.8	44.1-51.4	TBC
<b>D3 AWD</b>	145	124	7.5	42.8-44.8	TBC
<b>D4 AWD</b>	185	130	7.9	39.8-44.1	TBC





# Matt Prior

## TESTER'S NOTES



Tesla's Roadster was a standout car of the noughties

**M**orning. How much are you enjoying the future? I must say I'm finding the absence of anti-gravity cars and self-tying shoelaces slightly frustrating. This is not the 2020 we were sold by past versions of ourselves, is it? We're all still using wheels, turning our own lights on and off and dropping bombs on each other, and our grand contribution towards having the kind of lifestyle previewed in *The Jetsons* is that we've invented various devices on which we can argue with people we've never met. I'll be honest: so far, the future feels quite a lot like the past.

Could it have been so different? What hopes did we have coming into the past decade? Well, here's a thing. By chance, I had to reboot an aged computer over Christmas, to try to download some software that would fix an inert steering wheel for a PlayStation (why I thought this complex procedure might work when our shoelaces can't even tie themselves yet is anyone's guess),



Nano: a car with a great future behind it

## This is not the 2020 we were sold by past versions of ourselves, is it?

but on it I found some words I'd written for this magazine in 2009.

They were about cars designed in that decade. I don't remember writing them or the story itself, but it must have been late in the year, and some kind of feature about the most important or interesting cars of the decade, and what they'd mean going into the next 10 years. I thought the Tesla Roadster and Tata Nano were the most interesting cars of the early 2000s but also thought that one had much more of a future than the other at the time, because it was the one with the more obvious plan in place. It was the Tata.

The hope for the Nano was that it would mobilise the nation – India – where it was conceived. Tata intended to sell around 250,000 a year of these cheap (equivalent to £1700 at launch) and basic vehicles, to get people off incredibly dangerous motorcycles and into slightly less dangerous small cars. In the end, it didn't pan out like that. Around 70,000 were sold in its first year, but used cars of the same price had more kudos and interior space than the Nano and that's where India's middle classes opted to put their money instead. Ultimately, only 300,000 were made in total before the plug was finally pulled on Nano production in 2018.

In 2009, it was less clear what would follow Tesla's Roadster. The Model S, remember, didn't arrive until 2012. What was remarkable about the Roadster was that we could drive it from our Teddington office to MIRA Proving Ground, near Nuneaton, and still actually do something useful with it when we got there. There's nothing unusual about an electric car with a range of more than 150 miles these days, but more than once in those early EV days, we ended up trailering a car from one place to another. Better batteries would come, we said; faster chargers will arrive, we said; and there'll be more of them, we said. They all have, and they haven't finished yet.

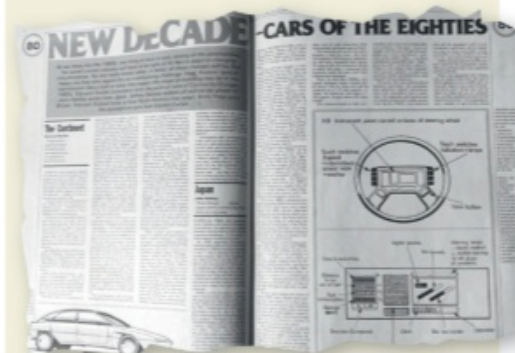
At the start of the decade, though, I'd have backed the Nano, although if you'd poured money into either venture, you'd still be down now. The most important car of the past decade was a battery-electric vehicle, and quite likely will be in this one, too: now the car business has just got to find a way of making as much money from EVs as it has from the compact SUV.

### GET IN TOUCH

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 @matty\_prior

ESTABLISHED 1895

*The Autocar*



## The decade ahead

5 January 1980

AS THE 2020s begin, everything seems uncertain: the automotive sector is facing massive change.

There was a similar mood as the 1980s kicked off. "The industry will have to be light on its feet," Autocar reckoned.

We saw that the European industry would decentralise and spread, with Germany specialising in "more sophisticated" models while others took advantage of lower costs in emerging countries.

As for the Japanese, it was clear they, too, would have to go abroad in order to continue to grow.

In the US, various factors would leave "engineers and designers free for the first time in 20 years to think about real improvement and innovation in the automobile".

And at home? All would not be doom and gloom, we thought, but we did wonder whether we'd finish the 1980s as a car-making nation...

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Porsche 911 Speedster driven on UK roads



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"THIS IS A CAR THAT NOT ONLY DESERVES YOUR FULL ATTENTION, BUT REQUIRES IT"

**DMS 911 TURBO (ULTIMATE SUPERCAR SPRING 2019)**

"BALLISTIC PERFORMANCE IN AN EMINENTLY USEABLE PACKAGE"

**DMS F10 M5 (EVO DEC '15)**

"730BHP, 200MPH+ TYRE-SHREDDING MONSTER"

**DMS MCLAREN 650S (EVO OCT '15)**

"REAL MUSCULARITY AND THE STRENGTH OF THE MID-RANGE IS STAGGERING"

**DMS M2 (EVO SEPT '15)**

"MORE POWER DOES MEAN MORE FUN"

### BELOW IS A SMALL SELECTION OF OUR MORE POPULAR UPGRADES:

#### AUDI

AUDI RS6 4.0 T V8 » 700+BHP (+DE-LIMIT)  
AUDI RS6 V10 » 680+BHP (+DE-LIMIT)  
AUDI 2017 R8 V10 » 650BHP (+DE-LIMIT)  
AUDI R8 V10 » 592+BHP (+DE-LIMIT)  
AUDI RS4 / RS5 » 480+ BHP (+DE-LIMIT)  
AUDI RS3 / TTRS (8V MK2) » 480+ BHP  
AUDI S3 / GOLF R » 378+ BHP (+DE-LIMIT)  
AUDI 3.0TDI (ALL MODELS) » 315+ BHP  
AUDI 3.0 BI-TDI (ALL MODELS) » 400+ BHP  
AUDI Q7 / A8 4.2 TDI » 400+ BHP

#### BMW

F90 M5 » 750+BHP (+DE-LIMIT)  
M2 COMPETITION » 530BHP (+DE-LIMIT)  
M2 » 435BHP (+DE-LIMIT)  
M3/M4 » 540+BHP (+DE-LIMIT)  
M5/M6 » 730+BHP (+DE-LIMIT)  
X5M/X6M » 730+BHP (+DE-LIMIT)  
X5M50D/X6M50D » 450+BHP  
M140I / 240I / 340I / 440I » 430+BHP  
M135I/M235I » 410+BHP  
i8 » 415BHP  
120I / 220I / 320I / 420I » 275+BHP  
118D / 218D / 318D » 225BHP  
120D / 220D / 320D / 420D » 40BHP  
330I / 430I » 320+BHP  
335I / 435I » 410+BHP  
330E » 320+BHP  
330D / 430D / 530D / 730D » 360BHP  
335D / 435D / 535D » 395+BHP  
550I / 650I » 555+BHP (+DE-LIMIT)  
640D / 740D » 395BHP (+DE-LIMIT)  
X530D / X630D » 360BHP

#### MERCEDES-BENZ

A35 AMG » 350+BHP (+DE-LIMIT)  
E63S W213 » 700+BHP (+DE-LIMIT)  
A45 / CLA45 AMG » 430+BHP  
AMG GT / GTS » 560BHP (+DE-LIMIT)  
C43 / E43 / GLC43 AMG » 455BHP  
C63 / 63S 4.0T AMG » 620+BHP  
C63 6.3 AMG » 530+BHP  
500 4.7 BITURBO (ALL MODELS) » 498+BHP  
63 AMG BITURBO (ALL MODELS) » 700+BHP  
55 AMG KOMPRESSOR » 600+BHP  
(+DE-LIMIT & SUSPENSION LOWERING)  
S65 » 780BHP (+DE-LIMIT)  
SL65 AMG » 690BHP (+DE-LIMIT)  
SL65 BLACK » 720BHP (+DE-LIMIT)  
200 CDI (ALL MODELS) » 173BHP  
220 CDI (ALL MODELS) » 230BHP  
250 CDI (ALL MODELS) » 260BHP  
C300 HYBRID » 285BHP  
C300E » 350BHP  
C400/E400 » 400BHP  
350 CDI (ALL MODELS) » 315BHP  
420/450 CDI (ALL MODELS) » 358BHP

#### ALL 2019 RANGE ROVERS AVAILABLE

RR 50SC / SVO / SVR STAGE 1 » 600+BHP  
RR 50SC / SVO / SVR STAGE 2 » 650+BHP  
2.2 DIESEL (ALL MODELS) » 220+BHP  
2.0 DIESEL (ALL MODELS) » 225/265BHP  
VELAR 30Si6 » 420BHP  
RR 4.4 TDV8 » 395 BHP  
RR TDV6 / SDV6 3.0D » 305/350 BHP  
DEFENDER 2.2 » 180BHP

#### PORSCHE

991.2 GT2 RS » 780+BHP  
TURBO / S (ALL MODELS) » 750+BHP  
991.2 CARRERA (ALL MODELS) » 500+BHP  
991.2 CARRERA S (ALL MODELS) » 500+BHP  
991.2 CARRERA GTS (ALL MODELS) » 540+BHP  
991 GT3 3.8 (ALL MODELS) » 490+BHP  
991 GT3 RS 4.0 (ALL MODELS) » 525+BHP  
997.2 GT3 RS » 480 BHP  
997 GT2 RS » 670+ BHP  
997 TURBO / S 3.8 INC PDK » 611 BHP  
997 TURBO 3.6 » 625+ BHP  
997 CARRERA S PDK » 400+ BHP  
997 CARRERA GTS » 435 BHP  
996 TURBO / GT2 » 600+ BHP  
BOXSTER / CAYMAN 718 GTS » 420+BHP  
BOXSTER / CAYMAN 718 S » 420+BHP  
BOXSTER / CAYMAN 718 » 380+BHP  
BOXSTER / CAYMAN 981 GT4 » 430+BHP  
BOXSTER / CAYMAN 981 GTS » 375+BHP  
BOXSTER / CAYMAN 981 S » 345+BHP  
CAYENNE TURBO 4.8 (ALL) » 650+ BHP  
CAYENNE 4.2 DIESEL » 450+ BHP  
CAYENNE / MACAN 3.0 DIESEL » 318+ BHP  
MACAN S » 420+BHP  
MACAN GTS » 440+BHP  
MACAN TURBO (ALL MODELS) » 480+BHP  
PANAMERA TURBO » 600+ BHP  
PANAMERA DIESEL » 305+ BHP

#### EXOTIC / MISC

WRAITH / DAWN » 720+BHP  
FERRARI 488 PISTA » 780+BHP  
FERRARI 488 » 750+BHP  
FERRARI PORTOFINO » 680+BHP  
FERRARI LUSO T » 710+BHP  
FERRARI CALI T » 680BHP  
FERRARI F12 » 780+BHP  
FERRARI 430 » 525 BHP  
MCLAREN MP4 / 650S » 720 BHP  
MCLAREN 570S » 680+BHP  
MCLAREN 600LT » 680+BHP  
MCLAREN 675LT » 750BHP  
MCLAREN 720S » 840+BHP  
MCLAREN SENNA » 875+BHP  
GALLARDO LP560 » 608+BHP  
HURACAN LP610 » 650BHP  
AVENTADOR » 750+BHP  
BENTLEY 4.0 T V8 » 700+BHP  
BENTLEY GT / F-SPUR » 700BHP  
GT SPEED / SUPERSPORT » 720+BHP  
BENTAYGA W12 » 720+BHP  
MASERATI 3.0S PETROL » 470 BHP  
MASERATI 3.0 DIESEL » 312 BHP

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As well as installing the above engine tunes, we are able to further individualise your car with additional features. Some of which are shown here. Contact us for further details.



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(Pop's & crackles)



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driving modes



Gearbox  
tuning



Sport dials  
calibration



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Figures shown are for comparability purposes; only compare fuel consumption and CO<sub>2</sub> figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO<sub>2</sub> figures (known as WLTP). The CO<sub>2</sub> figures shown, however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information, please see [seat.co.uk/wltp](https://seat.co.uk/wltp) or consult your SEAT Dealer. \*20" Wheels only available in Tarraco Xcellence Lux. Model shown Tarraco Xcellence Lux.